

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## YARNS.—LXXII.

"MAN'S INHUMANITY TO MAN."

I'm not the chap takes  
readin' kind;  
Book-larin's nohow to  
my mind,  
And anecdot's, *mem'wars*,  
and sich,  
I leaves to idle folk and  
rich.  
But this, at least, I've  
somewheres seen,  
'Twas ballast in a maga-  
zine,  
Which one fine mornin' I  
was tearin'  
(Oh, no! it wasn't in  
SEAFARING)—  
It was an old yarn all  
along,  
O' one whose mainstay  
was his tongue;  
A doctor he, yet not a sawbones,  
Sam Johnson, famous for his jawbones!  
One day adown the street he went,  
On making sage remarks intent,  
That wer' his trade; ye must forgive 'un;  
Landlubbers has to make a livin'—  
And as he lumbered onward talkin'—  
For lumberin' wer' his mode o' walkin'—  
He sees a lady in the street,  
A-skiinnin' eels with action neat.  
The fish were all alive, pore things!  
They twirled and squirmed in slippery rings;  
They gaped and cocked their tails on high,  
As though petitioning the sky,  
And in their woe nigh squalor aloud.  
The wise man watched 'em 'mong the crowd,  
And as he watched the lady vents  
A string of fishwife's compliments;  
And fearful oaths whose like you'll mate  
Nowheres outside o' Billingsgate.  
"Hm, hm," she says "Blank, blank, I wish  
Ye would keep still, ye beastly fish!"  
Then quoth the great philosopher  
To some one standing handy: "Sir,  
Folk are most damnably inhuman!  
Nay, listen to this market woman,  
She chides these wretched fish because  
They won't die quiet in her claws:  
She curses them, th' ungentle jade,  
Because they wriggle when they're flayed!"  
Now, Skipper dear, I lay that story  
Is just a Christian allegory!  
The woman for shipowner stands:  
The fish be Jack beneath his hands.  
When Jack, long silent, gives a shout,  
Struggles for life, and kicks about  
Beneath the iron grip o' those  
Who strip away his very clo's,  
Then owners' swear and say he's sinned  
In bein' unwillin' to be skinned,  
And owners' parasites likewise,  
In owners' papers advertise,



That men who speak a word for Jack  
Are really sharks upon his track,  
That men who are so bad and bold,  
As Shellback meetings for to hold,  
Are not his real friends, for they  
To orphan homes no funds can pay.  
Suppose they don't? It is because  
Of greed and most inhuman laws,  
And owners fat, who suck our blood,  
And scarce allow us to get food;  
And widows poor and orphans make,  
By losing ships for their own sake.  
Well may the owners orphans keep,  
Who make the fatherless to weep.  
Well may they churches also build,  
Whose hearts with crime and greed are  
filled,  
And their foul souls insure as well,  
Against deserved flames in hell;  
Though Nick himself, as I've heard say,  
When some shipowners came his way,  
The doors of hell against them slammed,  
In case they should debauch the damned,  
And sent them back to earth, these swells,  
To set up rival floating hells.

## LXXIII. SLOW POISON.

In church o' Sundays the parson reads  
out, "Thou shalt do no murder," and all the  
congregation—leastways those who ben't  
asleep—fervently asks that their hearts may  
be inclined to keep this rayther important  
law. At first sight it strikes a rough-and-  
tumble chap like me—a chap who's shot his  
man before this—as bein' exceedin' super-  
fluous o' them quiet, sleek well-dressed  
mammass an' babbies to go for to ask their  
Creator to keep them from committin'  
murder. What should femails who live  
quietly ashore in comfortable villas want to be

kep' from murder for? Murder never comes  
in their way. They never feels angry enough.  
No one ever offends 'em enough.  
But on maturer consideration I think ye'll  
agree with me that it's quite possible for  
well-dressed people with villas to kill their  
fellows as cruelly, if more genteelly, than  
the worst cut-throat in a mining town is in  
the habit o' doin'.

I recollect a case in point. We were ship-  
ped aboard a large passenger vessel, old Tom  
Topsail and I. Old Tom was a character if  
ever man was. Nobody could work harder  
than he. Nobody was more willing to work.  
He never shirked or wanted doctor's care, and  
if anything dangerous or nasty had to be volun-  
teered for he was the man. But once ashore,  
poor old Tom was a very devil. Drink! there  
was no limit to what he could—or, rather,  
couldn't hold. I don't mind half-a-dozen  
pints or so of somethin' stiffish myself, with  
a quart or two of mild ale thrown in by way  
of ballast atop of it. But where I drink a  
few moderate pints, like a Christian, he  
drank bar'ls and kegs. Consiquently, he was  
on his beam ends always before he had been  
ashore 10 minutes. Once on his beam ends,  
he generally stayed there till it was time to  
sail again, and then somehow or other he  
used to pull himself together, and come punc-  
tually aboard with the rest of us.

Some there were who said Tom had had a  
disappointment in love when he was a  
youngster, and that his drinking was a sort  
of a protest agin fate and womankind in  
general. Leastways, when he was drunk he  
said awful hard things agin the latter—  
home-truths, I reckon. Cats and syrens  
was not the terms he used concernin' 'em,  
not nohow.

Well aboard this here passenger vessel,  
there was a mighty grave, proper, clerical  
gent with his wife, who was likewise a  
mighty grave, trim, serious sort of a lady.  
They were in the habit o' speakin' a few  
earnest words to us chaps on Sundays, and  
on those occasions the trac's flew about decks  
till ye couldn't put foot anywhere without  
treadin' on 'em. Tom was deeply moved by  
what they said about drink, and he went and  
confessed himself to the kind preacher, and  
took the pledge, and turned over a new leaf  
in prospect, for we weren't in port, and he  
hadn't as yet had an opportunity of resistin'  
spiritoous liquors. Well, when at last we  
cast anchor and the mails came aboard, Tom  
got a letter. "To Thomas Tricer Topsail,  
Esquire," said the cover of the legal-  
looking document, and Tom, vastly  
pleased at receivin' anything by post,  
took it to his reverent friend for to  
have it read to him. When the perusal was  
over he well-nigh up with his sinful old heels  
and stood on his head, for it was a lawyer's  
communication for to inform him that he  
had just come into a very pretty fortun'.



Such things do happen even to poor chaps before the mast. Well, Tom got mighty civil treatment at all hands, and when a legal gent came aboard the capt'n himself shook him by the hand and wished him joy. Thomas went ashore with the two professional gents, and came back for the return voyage as a first-class passenger in a mighty fine get-up, and likewise exceedingly screwed. The pledge didn't seem to have worked this time, and the funny thing about it is that the reverent gent came back home too, and didn't seem to want it to work either. Some of our fellows say they even saw the two when they were ashore a visitin' every blessed bar and drinkin' saloon in the port. The reverent didn't drink much himself, but he filled our old Thomas's glass to overflowing whenever he had taken a gulp or two. Every port we came to the two went ashore together. Topsail was flattered by the grave man's society, and he rather turned up his nose at his old friends. It always happens that way. Well, back in England, the reverent and his thin wife drove off from the Docks with the rest of the passengers, and in one of their two hansoms sat Thomas Tricer Topsail, Esquire. I don't know where they took him, but it wasn't to a life of sobriety, I reckon. They were going to take care of their "dear, interesting brother" they told me, when I insisted on sayin' good-bye to my old shipmate.

I sailed again soon, and coming back arter many long months heard that Topsail, Esquire, had set up as landlord of a very fine hotel, as he couldn't stand doin' nothin'. I went to that same hotel so soon's I was paid off, and asked to see him. As soon as I clapped eyes on him I felt considerably shocked, I did. He was not the man he had been. His eyes were very sunken, his hands shook, his nose and cheeks were not exactly the colour o' peachbloom, whilst the rest of his complexion was distinctly yellor.

"How are ye, my hearty?" says I, a-slap-pin' of him on the shoulder. He growled something in answer; he was evidently very much the worse for drink. "How's his eminent parsonship?" cries I. "You're pretty thick, eh?"

Topsail seemed to wake up. "He's been the savin' o' me," he says, with a sanctimonious quaver.

I didn't think so, and I made bold to point out to my well-to-do shipmate that this was not temp'rance, and that temp'rance was what the reverent was bound to keep him to.

"I tell ye what it is," I cried at parting. "You should get spliced; a wife 'ud keep you from seein' blue devils, which you'll be seein' soon, unless you take a reef or so in putty sharp."

A genial sort o' gent in a slap-up check suit, pushed past me as I said this, and went into the bar-parlour beyond.

"Good-day!" says Tom, sharply, and turns away with his new guest. The latter kept his face away from me, but I saw it reflected in a lookin'-glass, of which there were many about.

"Well I'm jiggered," says I, "if that ain't the earnest gent himself."

I came back again after another voyage, and this time found the rev'rent gent actually a-mixin' my old pal some grog. "Take it, dear friend," he was a-chucklin', "for your stomach's sake."

"Be you a doctor?" I makes bold to ask the man in checks as soon as we was all a-sittin' comfortable-like in the cosy beyond

the bar. "I thought you were a sky-pilot," I further makes bold to surmise.

The reverent gent in checks says nothin'; he only winks.

Another voyage, and I came back to look up the landlord of the Seaman's Arms once more.

"Mr. Topsail *chay looe?*" says I, a-chuckin' of pretty Miss Polly, the barmaid, under the chin.

"Oh, haven't you heard, Mr. Mainbrace?" says she. "He died six weeks ago in the hot weather."

I drop a tear. "What of, my lass?" says I.

She says nowt, but indicates in dumb-show the drinkin' off of a very big bumper of somethin' hot.

"Snakes and blue devils?" I asks.

"Spectso," nods she.

"And that tidy little fortun' of his? Which of his old mates has that?"

"Went to a very nice gent who often came here, a gent with whiskers and no moustache, and a soft voice, and handsome check suits. They say he's a clergyman in the West End of London and that he has since built a mission room and started a carriage and pair! But I don't believe that. He was not insipid enough for that, and he did just help the old landlord to get through a bottle. The doctor was vexed with him when the old gentleman died—said he had accelerated matters instead of keeping his old friend from the drink. But that can't be true for he gave me such a lovely bracelet after the funeral. Oh, he was a nice open gentleman."

Now if that ain't slow, deliberate murder I don't know what is! Thankee, I'll have a pint of mild ale. Your very good health.

#### THE CREW FORGOTTEN.

To the Editor.

SIR,—In reading the papers the last few weeks I have seen the report of the loss of the *Danmark* and the rescue of the passengers and crew by the ss. *Missouri* in a good many papers, and the captain of the *Missouri* played a noble part, and I hope that his humanity and courage may be rewarded. But, sir, was the captain the only man that played a noble part in bringing these people off the sinking ship? I would think not. But, as it happens, he is the only one that is mentioned in the rescue. We have not heard anything of the men that would have to go into the boats and manage them in a strong sea filled with a lot of half-helpless persons. Surely these men ought to be spoken about: surely they ought to come in for a share of the praise. In my humble opinion these were the men that bore the brunt of the action, and they ought also to be acknowledged. For I think that the men did no mean work to bring off 800 persons from one ship to another, even supposing that the weather was ever so fair, because with all these poor souls, almost past themselves with fear, and the least bit of panic, over goes the boat, with both rescuers and rescued. I would like to have seen some more able pen than mine deal with this case, for I do think that something more ought to be heard about it. Could not you, Mr. Editor, obtain some information on the subject and publish it in our little craft SEAFARING and let us have fair play all round? By all accounts which I have read not even the mates are mentioned in it.

Hoping, dear Sir, that you will find room in your valuable columns for this letter and oblige, yours in right and fair play,

W. C. LONSDALE.

174, High-street East, Sunderland, May 20.

THE Receiver of Wreck at Aberdeen has received the papers and other documents belonging to the steamer *Blanchland*, of Newcastle, which were picked up on Eggie Sands, Belhelvie. At the same time there was picked up a piece of the name-board of a vessel with gold letters on a blue ground bearing the letters "E N C E." The *Blanchland* is an iron screw-steamer of 824 tons, owned by Messrs. Hannay, Boyd, and Co.

#### CORRESPONDENCE.

##### SEAFARING GRIEVANCES.

To the Editor.

SIR,—The evidence collected at an office of this Union in one week is enough to prove the great need of combination in justification of the emancipation of the seamen of this nation. Let me relate three clear cases out of five that have been the cause of complaint. Two members stated:—"We have been working on the ss. *Daysford* for two days, and because we would not take the ship to Leith on monthly wages, Captain Clarke said, 'I will not pay the wages due,' and left London without paying. I said, 'The ship shall not leave Leith until the master pays if we can stop her.' When the Leith secretary demanded the money in the name of the Union, the gallant captain said, 'Damn the Union,' but the secretary refused to do anything of the kind, and, with the help of the solicitor, stopped the ship until the money was paid." Second case. The *G——h*, Captain McP——l, left Melbourne, January 22, 1889, and was paid off at Tower Hill, May 14, 1889. When the stores came on board at Melbourne eight casks of beef were in very bad condition; seven of them were filled with salt water, and one returned to the merchant. Two casks of pork was all the pig aboard, excepting the one that lived in the cabin. The bread was very bad and the master refused to give the men the new bread until all the old was eaten. Pork soon gave out, and the men had nothing but the bad beef left. When the men carried the beef aft with the complaint "It stinks!" the master would reply, "Let it stink," and being a good obedient crew they do so. After being at sea 75 days, flower, rice, and peas gave out, and for the last 28 days the men were robbed of these small but important items of a seaman's bill of fare. They made complaint in the shipping office, and received 10s. each and a G. discharge; a discharge that all seamen know is bad. Better seamen never could be found than these men; yet for complaining about bad provisions they were robbed of their reputation as sailors. Union men, steer clear of Capt. Mac's bad beef. Knowing your space is limited I will leave the reader to read between the lines of the above cases, but ask you for latitude for the following:—The ss. *Fez* was lying at Las Palmas last Good Friday, when the mate turned the men out to get the cable on deck and chip the rust off, and the men obeyed the order—I say to their shame, for I would not work in a port on Good Friday, but these men did so, and now you can see their reward. On Easter Sunday the mate wanted the men to work cargo, but the men hearing they were to only receive 3d. per hour, informed the mate they would not work for less than 6d. per hour. The mate then asked them to work until the master came on board, and then ask him. They did so, and when the master arrived on board at breakfast time, he would not give the men any satisfaction, so they would not work. The master "logged" them and put the three under lock and key. After three days on bread and water, they were asked whether they would beg the captain's pardon, and I regret to say two Union men did so. William Norris refused, and the master said, "If you will not beg my pardon at my order, you will not obey any other order," and ordered him to be locked up in a bath-room, where he remained, living on bread and water, for 22 days, until she arrived here. The men were given their accounts of wages—such accounts as would be a disgrace to a shoe-black were they made out by one. Two men had 12s. "docked," and in Norris's everything but 8d. had been "booked." I suppose that the £2 16s. 8d. due to him had been expended on bread and water. When Captain Kent learned that we would not let him stop the money from our members, he paid the two men, but not Norris, so we sent him an invitation to appear at Thames Police-court. He did so with two 6s. 8d. gentlemen. The court was getting painted, so the case was heard in a small room that was not large enough. Mr. Lushington's mind full scope, and that gentleman's decision was that Norris was to blame for refusing to obey the commands of the master. Let me call the reader's attention to the fact that seamen sign to be at all times willing and obedient to the lawful commands of their superior officers, but remember these words: "It is not lawful to work on the Sabbath." I hope that no Union man will ever chip a cable on Good Friday, or work cargo on Sunday, for we will alter these "articales" that justify such a decision in a Court of Justice. Of course, we know that for the safety of the ship



we must often work on Sunday, and no good Union man should refuse under those conditions; but was it lawful on this occasion? So dangerous was the ship's position that the labourers would not work after noon on Thursday until Saturday morning; so dangerous that the mate could get the cable out of the locker; so dangerous that the master could be absent from his duty, away in the country, hunting three days and two nights, and when he returned to the ship he had left in danger he refused to give the men sixpence per hour for to jeopardise their souls' eternal interest, by breaking the law of God and Great Britain.

The master was the victor, and his face beamed with joy, but soon changed when he was served with a writ from our lawyer who will interview Esau on the next occasion in the High Court; where the huntsman will have to explain why he did not deal with Norris according to law, by taking him before the Consul at one of the five ports the ship called at, before arriving in London; or, why did he not fine him for refusal of duty, and then let him work? The case will come off in August. How grand is this combination that can provide a man who has only eightpence to take with a lawyer, or a Queen's counsel, if necessary, to defeat the injustice of master or shipowner. All that are not members before July 1st will pay five shillings to join.—I am, faithfully,

A. R. ABBOTT, Secretary.

Tower Branch, May 19th, 1889.

To the Editor.

DEAR SIR,—For the information of the general public, and as a deterrent to the conduct of those who may be "dressed in a little brief authority" and whose manhood is so low that from their giddy height they forget what is decent language fit for the ears of civilisation and for a white man's society, who forget also that the title of officer does not make them men, or anything superior to many who have the misfortune to be under their supervision and orders, as your humble servant has been, I desire to make public these facts. I was donkeyman on board of the ss. *Mauritius*, and the mate, either lacking the knowledge of how to maintain discipline by transferring orders to the proper quarter, or else ignoring the claim of the engineers to be officials, came to me and ordered steam upon the donkey for 8 a.m. I commenced to raise the steam for the occasion at 6.55 a.m., but was immediately sent by the second engineer to scrape some scabs off the boiler and prepare it for painting. I then informed him in the presence of the chief engineer that the mate required steam for 8 a.m. His reply was that I was to go ahead and do as I was told, and that he would make all right. Being placed between two fires, with a chance of being charged with refusing duty by either party, or with mutiny, if their caprice carried them so far, you can conceive that I did not feel in a very pleasant position, but thought that the chief engineer being there and hearing all the conversation, it would be all right. But 8 a.m. came, and there was no steam when the mate required it, and then the pantomime began. The chief engineer came to see the reason, and when I told him that I had informed the second engineer, in his presence, of all particulars, Sir, it would have made even the old gentleman in the pulpit in the yarn about Satan's Gospel in last week's SEAFARING blush with shame to have heard the torrent of foul and filthy invective hurled upon my poor head, as I was called all the profane liars imaginable, with other epithets too foul to mention, and then, to wind up and give them greater satisfaction, I had to lose my employment. Mr. Editor, if we obey orders and do our duty we are punished, and if we do not obey orders nor do our duty we are also punished. So what is the use of trying to give satisfaction under such a state of the Mercantile Shipping Law? Will someone start a mission to convert many officers that need it more than heathens, or else employ a sanitary inspector to cleanse their foul mouths?—Your humble servant,

WM. DUNN.

Glasgow.

Endorsed by the seal of the Glasgow Branch of the Sailors and Firemen's Union, May 20, 1889.

To the Editor.

SIR,—In the columns of one of this day's Liverpool papers an advertisement is inserted bidding sailors to beware, that "stump orators" were not their best friends, and advising them not to make enemies of those who supported "Seamen's Orphanages" and "Homes for Aged Mariners"! This looks very well on paper, but facts are otherwise, as there is no doubt (with a few honourable exceptions) that shipowners do not act as they should towards the men in their vessels. They are not satisfied with screwing down the

wages (particularly in southern-going ships) down to the very lowest figure; but in the case of ships bound to the East Indies, a clause is generally inserted on the Articles that "Any wages paid, or money advanced in India, is to be at the rate of 10 rupees to the pound. As the equivalent value of a rupee in English money only ranges from about 1s. 5d. to 1s. 8d. the injustice of this proceeding is apparent. In many cases the master of the ship also demands a bonus varying from 10 to 20 rupees per man for granting the discharge, ostensibly for the purpose of recouping the owners for loss sustained, owing to the higher rate of wages existing in India, which is very trifling. I have every reason to believe that this is an example of blackmailing in its worst aspect, as I have noticed that it is not entered in the account of wages separately under its proper denomination, but is added to the amount due for supplies received during the passage. If it is an honest transaction that will bear the light of day, what necessity can there be for falsifying the account of wages? In any case it is a malpractice, making it to the interest of the master to render the ship as uncomfortable as possible in order to "run the crew out of her," for the sake of pecuniary gain, which probably finds its way into his own pocket. With regard to charitable institutions, aged seamen and orphans of seamen constitute but a small portion of the number of inmates; for it is a well-known fact that these places exist almost solely for the benefit of indigent masters or mates in old age, and the orphans of the same class. With very few exceptions also the meagre scale of diet allowed by Act of Parliament is curtailed by unfair means, for which there is no redress. Under such circumstances sailors need not fear increasing the enmity of their oppressors; and it is time that "stump orators" should agitate for a better state of affairs, though I have but little faith in their efforts being successful in the case of southern-going ships, owing to the allied opposition of the owners and officials at the shipping offices, who, instead of doing their duty impartially, are the oppressors of the poor for the benefit of the rich, and doing all in their power to encourage the crimps who supply inefficient men in case of strikes. With best wishes for the success of the "Sailors and Firemen's Union" and SEAFARING, I remain yours faithfully,

A. B.

Liverpool, 15 May, 1889.

To the Editor.

SIR,—In your issue, April 20, you gave an account of a salvage case, the Russian barque *Magellan* and ss. *Ouse*, Captain Spink, owned by the Goole Steam Shipping Company. I enclose newspaper report of trial, by which you will see the court awarded the crew of the *Ouse* £120. This amount has been allotted out as follows: Master, £6; mate, £3; second mate, £2 10s; chief engineer, £1; second engineer, 15s; steward, 5s; three seamen at £2 (who went in the boat), £6; three seamen at 5s. (who staid on board), 15s.; five firemen at 5s., £1 5s.; owners, £98 10s. Total £120.

Now, sir, while the mate, second mate, and three seamen went in the boat as a rescuing party the remainder of the crew on board had to do their own work, as well as that of those in the boat, and manage the vessel in their absence, ready at any moment to relieve them or put off another boat if needed to their assistance, and yet the owners are liberal enough to offer these men the magnificent sum of 5s.

The generosity of the owners really deserves proclaiming to the whole universe; also for pocketing the sum of £98 10s. for braving as many dangers as they do at their own fireside, and giving their crew the magnificent sum of £21 10s. for doing nothing—a mere nothing—except their duty.—Yours in unity,

JAMES HILL.

32, North-street, Goole, May 22, 1889.

THE Greenock Branch of the National Union of Dock Labourers have applied for an increase of one penny per hour. The employers offered a halfpenny. Belfast Branch asked an increase of 2s. per week round. The employers conceded 1s., which was ultimately accepted. The dock labourers of Glasgow also secured an increase of a halfpenny per hour.

A FATAL steamboat accident is reported from Grätz in Austria. A local steamer, the first after the high water of last week, was allowed to ply on the River Mur, suddenly became unmanageable, and ran up against the Radetzky Bridge, and was cut in two. In spite of all endeavours to save the passengers, two women, three men, and two children were drowned.

## "JUSTICE" IN CONSULAR COURTS.

WAS PIGGOTT A CONSUL?

SECRET TRIALS OF SEAMEN.

### ROBBING AND WRONGING BY LAW.

In continuation of his "Sailor's Letter to Sailors," a correspondent writes: The proverb which has become so universal among seamen, namely, "plenty of law but no justice," most undoubtedly took its origin from despotie trials held by consuls. Many seamen have suffered, not according to their culpability but to the amount of money which would be due to them. In some countries they will not receive prisoners except they violate the laws of that particular country; other prisoners must be paid for, therefore the amount of money which every seaman has coming to him is ascertained, and the sentence pronounced accordingly. I saw a crew once convicted, all professing to be equally guilty, but strange to say, the seaman who had little or nothing coming to him only got three days; the remainder, having several months' pay, got 75 days, and one who had a little more than the rest got 90 days. Generally the trial is conducted secretly by the consul and the master of the ship, and in many cases the sentence is brought on board without the accused having appeared in court at all.

I myself some years ago, in company with another seaman, was called by the master of the ship to go and see the consul. At the time we had not the slightest idea what for. When we appeared before the consul he asked us a few questions about a dispute which had taken place between two seamen and the mate. On the statement which we gave, anyone would have decided in favour of the men, but the consul decided otherwise. Upon that important occasion I had the honour of being raised to the dignity of herald by bringing the sentence on board, but I had not the pageantry which generally surrounds such an office. The sentence was—"That the master can have sufficient policemen to put the men in prison"! Another case came before my notice. A crew who thought they were treated unjustly by a consul of a certain country wrote to that nation's Minister at Rio. The consul came in a rage and asked what business they had to write to a person of that distinction. They made reply that they wanted a fair trial. He came again next morning with a letter saying, "This is the ambassador's letter with his decision, and you must abide by it. But that consul made one of the most deplorable mistakes which any man in his position could have made. The letter had not long been written, and as it was not properly dry the men at once detected the forgery and accused him of it. The words were too startling. Like all men suffering from conscious guilt, his countenance changed. In this state of confusion, he did not shew even as much conscience as Judas Iscariot, who went and hanged himself. He did not act like a forger recently by shooting himself, but he took the wiser plan of following the example of the angel who appeared to the Apostle, by flinging the prison gates open and giving the men their freedom. But what would have been the case if it had been otherwise? Why, an indefinite period of imprisonment and fabulous accounts under the disguise of "prison fees," which generally end in the total confiscation of all the hard-earned money of the poor seamen; to protect whom the British public pays British consuls who, instead of protecting, help to rob and oppress British seamen.

Better would it be for a Nihilist to approach his Imperial Majesty the Emperor of all the Russias than for a seaman to go before a British autocratic consul. There is the consul and the master of the ship who is already your adversary. Like the former rulers of Japan, one trying to imitate the Mikado, and the other the Tycoon, that sanctity is so infused into them while in the act of administering justice these august personages become so sacred that a seaman approaching them to defend his rights would be found guilty of sacrilege. Therefore, to avoid this they resort to a method which takes its precedent from the Spanish inquisition by pronouncing the sentence in secret without the presence of either the accused or the public. The sentence is then generally conveyed by the clerk to the men, who are kept waiting outside or in some other room attached to the consulate.

GEORGE WILSON.

For further correspondence see Page 5.



## MAKERS OF THE UNION.

## PART IX.

This week we are able to give some account of three more of the leading workers in the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland.



MR. JOHN PHILLIPS.

Mr. John Phillips, branch secretary at Newport (Mon.), has, like many men, been severely handled by the elements if not by his employers at sea. So far as mere adventure goes he is a capital specimen of the modern Ulysses, having on one occasion owed his life to his strength as a swimmer. But of that in its proper place. Mr. Phillips is one of that gallant and versatile race which has done so much to make England great all the world over. In other words, he is a true Celt or Welshman, having first seen the light in Aberdare. His birthday was June 5, 1857, and whilst he was still a little chap his parents removed with him to Cardiff. In that busy centre of seafaring life a Welsh boy's keen imagination would be easily stirred at sight of the argosies coming and going across the grey sea. Young Phillips's most certainly was, and his parents making no demur to his wish to become a sailor he shipped at the age of 13 years aboard the steamship *Leckwith*, and in her, we believe, made several voyages. A time came, however, when, tiring of the seaman's life, he bethought him of emigrating to America, where a friend of his was doing very well. Accordingly he went out to London, Ontario, early in 1872, but was glad to return before the year was well out. A shore life did not suit him, and so he went back to his own element. He signed as fireman in several ships out of Cardiff, and by hard work and creditable achievement of all kinds rose in time to be second and chief in the ship.

In the year 1884 he first fell in with a seamen's organisation, and became enamoured of the theory and practice of unionism. Shipping in the ss. *Kurraha*, he went out to Sydney, and there came across a society formed for the benefit of seamen and firemen on those coasts. He was desirous of joining it, but the stringent rules of the organisation were against him. He offered to pay their high entrance fee of 30s., and had besides plenty of discharges as fireman and donkeyman out of England, but no colonial discharge as a fireman owing to his having gone out as second engineer. In consequence of this he was out of employment for a term of seven months, and was at last driven by sheer necessity to work his passage home in the Orientline ss. *Garonne*. Once back in England he joined Messrs. W. J. Tillet's employ as second engineer. It was in their service that he suffered shipwreck on February 5, 1887. The vessel was the *George Eliot*, and the wreck occurred near Cape St. Matthew's. One such adventure was not enough for our hero. The next ship he joined was the ill-fated ss.

*Strathallan*. Leaving Penarth Dock at 10 at night on March 29, 1887, with everything in the ship's favour for a speedy voyage, a collision took place with the ss. *Adara*. The *Strathallan* sank in two minutes and a half. Five of her crew were drowned, but the remainder, with one exception, were picked up by the *Adara*'s boats. That exception was Mr. Phillips. Fortunately for him he was a strong swimmer. He struck out for the shore, and, after an anxious three-quarters of an hour in the water, was picked up by the punt of a Cardiff pilot-boat.

Mr. Phillips first met with British Unionism in Cardiff. Rejected through no fault of his own in Australia, he now rallied to the flag of a home-grown Union. Under the able leadership of Mr. John Gardner he proved his mettle, and from that gentleman in time received his appointment as secretary of the flourishing Newport branch. From shipwreck on the sea Mr. Phillips has been saved to do good work among the Welsh sailors ashore. With such men at the engines, the ship of the Union ought never to share the fate of the *George Eliot* or the *Strathallan*. Mr. Phillips's experience of Australian seafaring matters enables him to prophesy most encouragingly concerning our own Union. When Chinese labour threatened to swamp everything at the Antipodes the Australian Seamen's Union above-mentioned was able to make a successful stand against the pig-tailed aggressor. By parity of reasoning, Mr. Phillips thinks our own Union of Great Britain and Ireland will be able before long to take up the same successful attitude with regard to the foreign seamen threatening us. Every trade, he thinks, will be on our side in the struggle. We cordially endorse his opinion.



MR. R. SMITH.

Mr. Smith, secretary of the Leith branch of the Sailors and Firemen's Union, is one of those to whom the recent revolution in the position and prospects of merchant seamen has come in compensation for a very bitter experience of the old state of things. Born at Paisley in 1858, whence his parents very shortly removed to Glasgow, Mr. Smith began life as a compositor in a well-known firm of printers. The prospect of eventually becoming editor of the *Times*, which is said to buoy up the heart of every true-born comp., did not, however, sufficiently enthrall our hero. The education he received, and the books he read, only served to turn his thoughts in the direction of a life of adventure aboard ship. Mr. Smith became determined to go to sea, and his father being dead, having been suddenly taken from him in 1864, and a kind and ailing mother's scruples having been each of them overcome, he shipped as apprentice aboard a vessel belonging to Greenock, and sailed from Glasgow to the East Indies on April 6, 1873. No sooner was young Smith afloat than he found out what the weak and defenceless can be made to suffer at the hands of those whom circumstances have clothed with a

little brief authority. The master and second officer were grossly cruel men, and as such they thought it fine fun to make a mere child in years and stature their victim. One instance of their conduct will suffice. There were six apprentices aboard ship, each of whom had, amongst other duties, to grease down a mast once a fortnight. Mr. Smith's duty it was to look after the main skysail, royal, topgallant, and topmasts. There were three grease-pots kept for the purposes, and of these one was lost overboard from the main skysail mast. Smith was not responsible for this particular pot, but he did not tell the second officer the facts of the case for fear of getting a fellow apprentice into trouble. His kindness was wilfully misunderstood. The loss of the pot was attributed to him by the tyrant mate, and he was forbidden to search for his own pot, which was far astern, or to take one of the numerous spare ones which were to hand. The mate ordered him to use the pot which he (Smith) used for tea, soup, &c., and to put two holes therein for a lanyard. The boy hastily, but very naturally, refused to obey this utterly irritating order. There is nothing a lad hates more than grease in his food, and he will suffer for his taste where older men would grumble and obey. The consequence of his refusal to turn his soup-tureen into a grease pot cost him dear. The brawny mate caught him in his unrelenting grip, tied his childish body to the five-rail and so mercilessly rope-ended him that he grew almost unconscious. The particular rope's-end he used was a piece of ratline with a back splice at the end, into which splice a goodly lump of lead was cunningly wrought. Faint, trembling, and scarce able to stand, the boy was then ordered up to the offending skysail by the captain, who vied with his second in command in his coarse inhumanity. For 12 burning hours the lad was kept aloft in a state of exhaustion, pain, and starvation which must have been experienced to be fitly imagined. Assuredly it was pleasant sailing on that well-greased ship! Throughout the voyage the poor little apprentices of Smith's age underwent the kind of thing we have been describing, and when Calcutta was reached and justice was appealed to, their lot grew worse instead of better. Mr. Smith indeed had the pluck to write a letter to a Calcutta magistrate to which the other apprentices appended their signatures, whilst some of the hands signed as indignant witnesses. The magistrate was asked to investigate Smith's case in particular, and was further informed that the injured parties had been treated more like slaves than apprentices aboard a ship hailing from one of the freest countries in the world. But that gorgeous functionary fully kept up the character of Anglo-Indian justice by taking no notice whatever of the communication, so far, at least, as the writers of it were concerned. The apprentices were ignored, but the captain was most probably informed of the contents of the letter, for when the ship was about to start again the latter "good-naturedly" informed our hero, whom he somehow knew to be the chief offender, that if he had been badly treated on the outward passage it would be a "d— sight worse for him" on the return home. Every dog, however, has his day, and young Smith had his when he beheld the mate, Mr. L—, being slung up on deck on a hatch instead of springing lustily aboard like other able-bodied tyrants. The poor wretch had indeed suffered terrible retribution. He had been in the habit of carrying a switch, wherewith to castigate the natives employed aboard. The latter with raw and smarting backs had determined on an Eastern act of revenge, and waiting their opportunity, had thrown over a dozen bags of rice on the top of the mate when he was standing in the wake of the main hatch in the lower hold. He was utterly crippled in consequence, and served as a ghastly warning to the officer shipped in his place. The latter told Smith that as long as he did what he was told he should not be ill-used by anybody. But "anybody" did not, of course, include the captain, who on reaching London had a final shot at his child-victim. Mr. Smith when once in port wrote to the owners asking them to cancel his indentures. This they did, and further granted him his expenses back to Glasgow, as he had taken a mere



nothing by the voyage which had lasted the best part of a twelvemonth. But the owners' decision did not weigh with the captain, who, whilst Mr. Smith was waiting on his clearance from the company, ordered him ashore, and stopped his food in the place he boarded in. Our brave little apprentice now applied to the Board of Guardians, who visited the "kind-hearted" captain and ordered him to keep his victim aboard ship and supply him with food till such time as he should be discharged. Home again in Glasgow our hero very naturally conceived that he had had enough of the sea, and went back to his printing, but soon the old hankering was strong within him, and he took up the seafaring life for good. He first shipped aboard a brig bound from Troon to the West Indies, and during a hurricane in the Gulf of Florida the vessel was dismasted. Since then, through a long life on the waters, Mr. Smith has had many hairbreadth 'scapes and every sort of experience that a seaman can have. Twice he has been in a collision. On the last occasion his vessel was one of Mr. P. Henderson's steamships. They were off the Mull of Galloway, and ran into and completely cut in two another vessel which sank immediately, drowning her two engineers. The lines he has shipped with have been numerous. He has been in all the liners from Glasgow, notably the Anchor, Allan, State, City, and Henderson lines.

He was still following his calling when the good news of the founding of the Union in Glasgow reached him. Messrs. Darby and Wilson saw in him a true and able supporter of the cause—a man whose sufferings had made him the best possible defender of sailors' interests. They accordingly asked him to proceed to Greenock to look out for non-unionists. This was during the strike. On his return, Mr. Smith was despatched to Leith, where he has since organised a branch of the Union, whose more than 1,100 members prove it to be a complete success. To Mr. Smith's lasting credit be it said, that though he has gone through the dark places of seafaring life, though he has suffered as only sailors before the mast can suffer, he has not been embittered by his experiences. On the contrary, he has rather sought by arbitration, by visits to local shipowners, by peaceable arrangements between master and man, to better the lot of poor Jack, and has succeeded without having recourse to agitation or strikes in raising the wages in nearly every firm in his port to the standard desired by the Union he serves so well.

#### COOKS, STEWARDS, AND THE UNION.

To the Editor.

SIR,—Would you allow me to give an answer to "One Who Would Like to Join the Union?" He says there are many young cooks and stewards who have only been two or three years at sea who would like to join also. The Union is, as I understand, for the protection and banding together of the better class of seafaring men, so that employers can depend on the ability and good conduct of the men they employ belonging to the Union. By allowing young cooks and stewards of two or three years' sea service it would be doing wrong (or at least it would not be fair) to experienced men who have hard times to compete with the youngsters, who, as soon as they have been a few voyages as messroom or under-steward, think themselves competent to go cook or steward, to the detriment of their more experienced brethren. Let them go to sea a little longer and learn their craft. Certainly there are cooks and cooks, and one cannot wonder at the expression, that God made food and the devil made cooks, when men of two or three years' service call themselves cooks and stewards.

I think the Union might give a little more attention to the flunkies, as nothing seems to be done on their behalf. I have just left a steamer as cook, wages £4 10s., trading to East Indies, after seven months' service, as I required a rise of wages, but could not get it as there were others ready to take the berth for the same money. In conclusion, I heartily wish the Union and SEAFARING success, as it is a stroke in the right direction.—Respectfully yours,

"ROBERTO ANGELO."

Leith, 20th May.

(For further Correspondence see page 15).

THE U.S. Navy Department discredits the report that the American vessel *Palos* is lost on the Chinese station.

#### HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Aston Hall s, left Bombay May 1—for Liverpool  
left Malta May 19  
Astor s, clrd at New Orleans prior to May 20—for Liverpool  
Amazona, Meyer, left Corinto April 20—for Falmouth  
Anna, Polmann, clrd at Rio Grande April 18—for Falmouth  
Arcturus, Hollmann, clrd at Rangoon May 18—for Channel  
Alaska, Anderson, clrd at New York May 6—for Bristol  
Asta, Sundersen, clrd at St John, NB, May 8—for Cork  
Agatha, Hansen, clrd at Pascagoula May 1—for Harwich  
Alessandro, Ferraro, clrd at Pensacola May 8—for Newport  
Atrato s, left Buenos Ayres May 20—for Southampton  
Bellucia s, left Monte Video April 15—for Liverpool  
left St Vincent May 15  
Bostonian s, left Boston May 16—for Liverpool  
Britannic s, left New York May 15—for Liverpool  
Branksome Hall s, left Kurrachee May 19—for Liverpool  
Bellenden s, left Monte Video May 15—for Liverpool  
Benguela s, left Accra May 21—for Liverpool  
Barrowmore s, clrd at Baltimore prior to May 20—for Liverpool  
Bertie s, left Coconada April 22—for London  
left Suez May 20  
Ballarat s, left King George's Sound April 26—for London  
left Port Said May 21  
Bokhara s, left Bombay April 30—for London  
left Gibraltar May 20  
Bellerophon s, left Shanghai—for London  
left Suez May 16  
Belgravia s, left Calcutta May 16—for London  
Bertha, Gerulsen, clrd at Darien May 4—for London  
Belmore s, left Trinidad May 18—for London  
Bengal s, left Calcutta—for London  
left Colombo May 20  
British Monarch, Morrow, left Pisagua March 30—for Channel  
Clan Sinclair s, left Bombay May 2—for Liverpool  
left Malta May 20  
Chittagong s, left Rangoon April 16—for Liverpool  
left Gibraltar May 21  
Cephalonia s, left Boston May 18—for Liverpool  
Consellor s, clrd at New Orleans May 20—for Liverpool  
Cufic s, left New York May 20—for Liverpool  
Chaucer s, left Mobile May 21—for Liverpool  
Caravan, Daggett, clrd at St John, NB, May 8—for Liverpool  
Clan Maclean s, left Madras April 16—for London  
left Sagres May 19  
Clan Macgregor s, left Bombay April 13—for London  
left Perim May 21  
Clan Macpherson s, left Calcutta April 29—for London  
left Suez May 21  
Cuzco s, left Adelaide April 29—for London  
left Perim May 20  
City of Cambridge s, left Calcutta May 2—for London  
left Suez May 20  
Clan Ranald s, left Madras May 3—for London  
left Perim May 20  
Chusan s, left Calcutta—for London  
left Aden May 18  
Cyclops s, left Shanghai—for London  
left Suez May 19  
Clan Drummond s, left Calcutta May 18—for London  
Cloncurry s, left Madras—for London  
left Coconada May 15  
City of London s, left Calcutta May 16—for London  
Coptic s, left Canterbury May 17—for London  
Clan Stuart s, left Madras May 17—for London  
Capella s, left Calcutta May 19—for London  
Clan Buchanan s, left Bombay May 20—for London  
Crofton Hall, Lyons, left Chittagong Feb 21—for Dundee  
passed Cape Point April 22  
Colina s, left Montreal May 16—for Glasgow  
Corryvreckan, Goady, left Rangoon May 17—for Channel  
Coolen, Hall, Fremantle April 1—for Channel  
Clio s, left Bombay—for Hull  
left Aden May 19  
Citi s, left New York May 15—for Leith  
Carrie Dove, Forsythe, clrd at St John, NB, May 7—for Penarth  
Delambre s, left Bahia—for Liverpool  
left Madeira May 15  
Dunhillan, Ritchie, clrd at San Francisco May 7—for Liverpool  
Dacca s, left Brisbane April 16—for London  
left Aden May 21  
Dorunda s, left Calcutta April 30—for London  
left Aden May 18  
Damascus s, left Bombay May 18—for London  
Der Wanderer, left Brunswick May 7—for Cork  
Elton s, left Rangoon May 20—for Liverpool  
Erin s, left New York May 20—for London  
Edith Mary, Strachan, left Hernandezia—for Queenstown  
Ethiopia s, left New York May 18—for Glasgow  
Engineer s, left Calcutta—for United Kingdom  
left Aden May 17  
Emerald, Pedersen, clrd at Halifax May 8—for Bristol  
Elisa, Vossallo, clrd at Buenos Ayres April 7—for Cardiff  
Eva Lynch, Mahoney, left St John, NB, May 9—for Dundalk  
Fama, clrd at Sheet Harbour April 27—for Liverpool  
Floridian s, left New Orleans May 17—for Liverpool  
Famiglia s, Massa, clrd at Pensacola May 6—for Cardiff  
Fortuna, left San Francisco March 18—for Sligo  
Fanny Mimbrell, Ercoligis, clrd at Pensacola May 9—for Swansea  
Gallego s, left Pensacola May 12—for Liverpool  
left Newport News May 21  
Governor s, clrd at New Orleans prior to May 20—for Liverpool  
Glengyle s, left Hiogo April 8—for London  
left Suez May 20  
Goorkha s, left Calcutta May 13—for London  
left Madras May 18  
Grecian s, left Quebec May 18—for London  
Galgate, Cummins, left San Francisco May 21—for Queens-town  
Ganges, left Demerara May 17—for United Kingdom  
Galileo s, left New York May 15—for Hull  
Galera, Watson, left New York May 21—for Limerick  
Haab, Moller, left Monte Video May 8—for Cardiff  
Highland Home, Ferguson, left San Francisco May 14—for Galway  
Iowa s, left Boston May 21—for Liverpool  
India s, left New York May 17—for Avonmouth  
John Elder s, left Monte Video April 39—for Liverpool  
left Lisbon May 21  
Kangra s, left Bombay May 18—for London  
Locksley Hall s, left Kurrachee April 28—for Liverpool  
left Marseilles May 17

Lake Winnipeg s, left Quebec May 10—for Liverpool  
Landana s, left Lagos May 16—for Liverpool  
Lan Franc s, left Para May 19—for Liverpool  
Lake Huron s, left Quebec May 21—for Liverpool  
Loch Lomond s, left Montreal May 19—for London  
Lydian Monarch s, left New York May 18—for London  
Lancashire, Evans, left W C S America May 17—for Falmouth  
Leona, left Bangkok May 14—for United Kingdom  
Lucy Marsh, Griffiths, left Frey Bontos April 3—for Channel, left Monte Video April 15  
Methley Hall s, left Bombay April 28—for Liverpool  
left Genoa May 17  
Mandingo s, left Lagos May 20—for Liverpool  
March s, left New Orleans May 16—for Queenstown  
Magda, Anderson, left Goatzacoalcas April 13—for Queens-town  
Mentana, left Iquique May 11—for Falmouth  
Meteor, Smith, left St John's, N.F., May 19—for Greenock  
Margaret Heald, Williams, left Pisagua April 4—for Channel  
Magda, left Minatitlan April 1—for Channel  
Maria Parodi, Garibaldi, clrd at Pensacola May 3—for Newport  
Mexican s, left Cape Town May 13—for Southampton  
Marana s, left Pensacola May 16—for Southampton  
Matabele s, left Port Natal May 17—for London  
Murrumbidgee s, left Melbourne May 20—for London  
Navarro s, left New Orleans May 15—for Liverpool  
left Newport News May 16  
Ningchow s, left Hong Kong April 27—for London  
left Perim May 21  
Nonpareil s, left Demerara May 17—for London  
Niagara, Breckwoldt, left Pisagua March 26—for Channel  
Newham s, left Philadelphia May 16—for Cork  
Norrana, Giron, clrd at Farnborough May 1—for Portmadoc  
Olbers s, left New York May 18—for Liverpool  
Ormuiz s, left Adelaide April 15—for London  
left Gibraltar May 19  
Orient s, left Adelaide May 13—for London  
left Albany May 17  
Ocean King s, left Montreal May 21—for London  
Ornen, Ruse, left Santos April 13—for Cardiff  
Oliver Emery, Swartridge, clrd at St John, NB, May 6—for Waterford  
Pensee, Pillard, left Taniti Feb 24—for Liverpool  
Pleiades, Morton, left Auckland May 19—for London  
Prince Eugene, left Port Royal May 5—for United Kingdom  
Para s, left Monte Video May 17—for United Kingdom  
Pembroke Castle, Lewis, left Port Nolloth April 11—for Swansea  
Providente, left Pensacola May 6—for Tyne  
Quetta s, left Brisbane May 14—for London  
left Cooktown May 21  
Roumania s, left Bombay May 18—for Liverpool  
Roquelle s, left Sierra Leone May 18—for Liverpool  
Rimutaki s, left Wellington May 16—for London  
Ruth Topping, Wood, left Goatzacoalcas April 13—for Queenstown  
Rolf, left Laguna May 8—for Queenstown  
Rabbi, Einertsen, clrd at Rio Grande April 18—for Falmouth  
Septima s, left Manilla April 12—for Liverpool  
left Suez May 19  
San Ignacio de Loyola s, left Singapore May 2—for Liverpool  
left Suez May 21  
Servia s, left New York May 19—for Liverpool  
Sagona Gordon, clrd at Ship Harbour May 1—for Liverpool  
San Stefano, Bent, clrd at Mobile prior to May 20—for Liverpool  
Sobraon, Kinslie, left Melbourne March 3—for London  
left Cape Town May 17  
Salerno s, left Jamaica May 14—for London  
Sparkling Glance, Haynes, left St. John's, NF, May 17—for London  
Sargasso s, left St Kitts May 18—for London  
State of Indiana s, left New York May 17—for Glasgow  
Sea Foam, Jones, left Frey Bontos April 5—for Channel  
left Monte Video April 15  
Santa Rosa, Thomas, left Iquique April 3—for Channel  
Sleipner, Einarsen, clrd at Darien May 4—for Hull  
San Carlos, Ebbesen, clrd at Mobile May 7—for Newcastle  
Sunshine, Hayes, clrd at St John, NB, May 6 for Sligo  
San Lorenzo, Francis, left Port Nolloth April 10—for Swansea  
Souvenir, left Brunswick May 4—for Yarmouth  
Tenasserim, Lindsay, left Calcutta Feb 25—for Liverpool  
passed Cape Agulhas April 22  
Toronto s, left Quebec May 16—for Liverpool  
The Queen s, left New York May 16—for Liverpool  
Teniers s, left New York May 18—for Liverpool  
Titan s, left Yokohama—for London  
left Perim May 17  
Thordis s, left Kurrachee May 19—for London  
Tarita, Knuttsen, left Belize May 1—for Goole  
Venezuelans, left New Orleans May 16—for Liverpool  
Vega s, left Calcutta—for London  
left Malta May 21  
Victoria s, left King George's Sound May 10—for London  
left Colombo May 20  
Veritas, Moller, left Frey Bontos April 15—for Channel  
Volternos, left Bombay—for Hull  
left Malta May 21  
Werneth Hall s, left Bombay May 16—for Liverpool  
Waima, left Wellington March 25—for London  
Wood Hall, Thomas, left Pisagua March 19—for Channel  
Wetherby s, left Baltimore May 17—for W. Hartlepool

AT Liverpool, an action was lately brought by Herman Smith against the owners of the barque *County of Pembroke* to recover £21 14s. 10d., the amount alleged to be due to him for balance of wages on board the vessel, and also the sum of £5 as damages for not being supplied with proper and sufficient food. It appeared that the plaintiff had shipped as an able seaman on board the *County of Pembroke* at Astoria in the month of November last, and that very soon after the vessel sailed the captain discovered that the plaintiff had never been to sea on a sailing vessel before, and that he was quite incompetent to perform the duties of an able seaman, consequently he reduced the plaintiff to the rating of an ordinary seaman.—His Honour gave judgment for the defendants with costs.



## MR. WILSON'S CAMPAIGN.

Mr. Wilson was in Greenock the other day and addressed a well-attended meeting of the members and non-members of the Union. After explaining at length the progress the Union had already made he referred to the Merchant Shipping Act, and the many inequalities it contained as affecting seamen, and also dealt with the Employers' Liability Act. Resolutions were passed in support of amending the Merchant Shipping Laws, and after a vote of thanks to Mr. Wilson the proceedings terminated.

Crossing the Channel again, Mr. Wilson journeyed from Belfast to

## LONDONDERRY.

and there addressed a large meeting of seafaring men and those in sympathy with them. Mr. James M'Carron occupied the chair. Mr. Wilson, in addressing the meeting, referred with gratification to the fact that during the recent strikes in the shipping trade the sailors and firemen of Derry had stood by their fellow-workers in other ports. Up to a comparatively short time ago sailors and firemen had no protection, and were left entirely at the mercy of their employers, amongst whom, he feared, the bad specimens predominated. There were, no doubt, many local societies for the protection of the men, but these societies were of very little benefit. Under these circumstances it became necessary to try and improve the condition of seafaring men. This could not be done by merely local societies; because when societies were local if the men went out on strike the shipowners could go to another port and get others to replace them, and in this way the societies, instead of being a benefit, became actually a source of harm to the men. The necessity for a National Sailors and Firemen's Union became, therefore, at once apparent. There were great difficulties in the way of the establishment of such an organisation, but its founders were determined, and they laboured on until at the present time they had one of the strongest organisations in Great Britain. (Applause.) There were 68,000 members on the books, and their ranks were being augmented at the rate of 3,000 or 4,000 members per week.

## VICTORY WAS ON THEIR SIDE,

and everybody was willing to render them assistance. In fact, only a few days before he received a telegram from a Liverpool shipowner stating that he would for the future only employ Union men. (Hear, hear.) The Union had already conferred great advantages on the men in return for the trifling subscriptions they were asked to pay on joining. For instance, sailors shipping out of Liverpool were known to have to ship for £2 5s. per month in sailing ships, and £2 15s. to £3 and £3 5s. in steamers. These men now, through the agency of the Union, were signing articles in that same port for £3 5s. or £3 10s. a month; or an increase of 25s. a month—(applause)—while on steamers the wages averaged from £4 to £4 10s. (Hear, hear.) Where men were employed by the week formerly for from 21s. to 25s. per week they were now getting 27s. all round. In addition to this advantage there was another that would be appreciated very highly by seafaring men. When their only protection was local societies, if they went to another port they could not obtain any assistance, and men were obliged often to suffer great hardships. Now, at any port where there was a branch of the Union, sailors or firemen would be looked after by the secretary, and would get all the assistance in his power. (Hear, hear.) The Union would be of immense advantage in still another direction. Suppose a sailor got crippled or injured, through some defective equipment supplied by the owner of the ship, the Union could enforce the claims of the man for compensation. In several cases they were thus enabled to secure

## SUBSTANTIAL COMPENSATION

for men who had received injuries on ship-board through defective appliances, and for widows whose husbands had been drowned through overloading of timber ships from the Baltic. The speaker referred to some wealthy shipowners who posed as philanthropists because they built missions for the sailors, but these shipowners forgot to mention that they reduced the wages of their unfortunate employees in order to get the money for the building of those very missions for which they were taking all the credit. (Hear, hear.) He dwelt at considerable length on the Merchant Shipping Act, referring especially to the bodies known as the Local Marine Boards and the officials connected with them. He pointed out that they were invariably composed of shipowners, and as the officers were ap-

pointed by them, it was hardly to be expected that they would work against the interests of the shipowners who had appointed them, and for the sailors and firemen who had not, and could not do so. Under these circumstances he feared that the interests of the owners would be better looked after than those of the sailors. As an instance that they were, he quoted a case within his own knowledge where a sailor signed articles for a year, and was nevertheless discharged at the end of a week. That man went to the

## MERCANTILE MARINE OFFICE,

and asked was he entitled to any compensation? The officer replied certainly not, and that they would remember, though the Merchant Shipping Act with which the officer was perfectly familiar stated distinctly that where a seaman was discharged before the expiration of one month from the signing of the articles, without fault on his part, he was entitled to one month's wages as compensation, in addition to any other wages that may be due at the time of his dismissal. (Hear, hear.) He should tell them, however, that the shipowner in this particular case was a member of the Local Marine Board, by whom the officer was appointed. He condemned the formation of these boards, and argued that the members appointed by the Board of Trade should be sailors or men who would look properly after the sailors' interests. Referring to

## COURTS OF INQUIRY

into shipping disasters, he denounced them as improper, and said they were analogous to a case in which railway directors would be appointed to form the Court of Inquiry into the circumstances of a disaster on their own line. He expressed the hope that by means of the Union a stop would be put to such one-sided inquiries. Perhaps there were few of those present in the room who realised that the carrying on of the commerce of Great Britain cost an annual

## LOSS OF THREE THOUSAND LIVES.

Was it necessary to sacrifice all these lives? Surely the time had come when some competent inquiry should be made into the causes of this terrible annual loss. Sailors and firemen were, unfortunately, from sad experience only too well aware of the cause of the loss of many of the lives that went to make up this total. They knew of vessels going to sea loaded below the Plimsoll line, with boilers leaking and defective, and they knew how these vessels sometimes foundered with no one left to tell the tale. That was what some shipowners liked.

## "DEAD MEN TELL NO TALES,"

and these fraudulent owners could get the over-insurance that they had secured on their vessels. To his own knowledge some shipowners were continually urging the captains to overload their ships, "to fill them up." He heard of one owner who usually wrote such instructions on a dirty scrap of paper, and pinned it to the letter, in the hope that the evidence against him might be thrown aside, and that he could not be convicted, and thus become rich at the cost of the lives of his fellow men. ("Shame.") Mr. Wilson went on to deal with the provisions supplied to seamen, and asked why it was that the Local Marine Boards did not appoint a doctor, as they were empowered to do, to

## INSPECT THE FOOD

provided for sailors and firemen, which was too often unfit for human use. The accommodation of the men on board also required to be improved, and, he could promise them, would be when the Union got more power. (Hear, hear.) The speaker concluded by advocating the extension of the provisions of the Employers' Liability Act to seamen, whether serving on ships in home ports or abroad.

The following resolutions were then proposed and adopted unanimously:—

"1. That this meeting of sailors and firemen having heard Mr. J. H. Wilson explain the objects, aims, and progress of the National Amalgamated Sailors and Firemen's Union, we are of opinion that the seafaring classes have considerably benefited thereby, and we

## PLEDGE OURSELVES

to support the same in all legitimate ways.

"2. That this meeting, having heard the many inequalities of the Merchant Shipping Act explained by Mr. Wilson, deem that the time has arrived for an alteration in such laws, and that the seamen and firemen should be represented by their own class on any committee appointed to consider such alterations."

Mr. J. Bruce-Wallace delivered an instructive and interesting address on the wages and labour

problems, after which the usual votes of thanks were passed, and the meeting separated.

Leaving Londonderry next morning Mr. Wilson travelled to

## BELFAST,

where by special request it had been arranged that he should address the dock labourers and others. The Central-hall in Rosemary-street had been engaged for the occasion, and it was packed by the labourers, who had gone straight from their work to the meeting in order to hear the General Secretary. Mr. Wilson went into detail at length as to the necessity of organisation amongst the dock labourers, and urged upon them to combine and so defeat the greedy demands of the capitalist. After Mr. Wilson had answered questions relating to the process of organisation, resolutions were passed pledging the meeting to support the Sailors and Firemen's Union in every respect, and the men then dispersed amidst tremendous cheering for Mr. Wilson and the Union.

## BARROW-IN-FURNESS BRANCH

was next visited. Mr. Donovan, the respected secretary of the Cork branch, is at present here organising the branch, and the visit of Mr. Wilson was taken advantage of by the holding of a meeting in the premises of the branch. Mr. E. Clayton occupied the chair. Mr. Wilson, who was received with applause, urged all who had not already enrolled themselves under the banner of the Union to do so at once, and in support of his appeal referred to the many benefits already obtained by the Union on behalf of its members. Resolutions were passed pledging those present to promote the success of the Union.

## MARYPORT BRANCH

was the next place of call, where Mr. James Smith, of Dundee, has been appointed secretary. A meeting was held at the Star Hotel, and Mr. Wilson addressed those assembled; and the usual resolutions were carried amid acclamation. After paying a flying visit to Whitehaven, Mr. Wilson went on to

## FLEETWOOD,

for the purpose of opening a branch there. The meeting took place in the Co-operative Society's Hall. Notwithstanding the fact that only that day a great number of sailors and fishermen had sailed from the port, there was a good audience to hear Mr. Wilson explain the objects of the Union. Mr. Robert Price, of Liverpool, occupied the chair. In introducing Mr. Wilson he briefly referred to the necessity of organisation among the seafaring classes of that place, and then called upon Mr. Wilson, general secretary, who explained how the Union had originated and its aims and objects, the result being that it was unanimously resolved that a branch be established, and a commencement was made with the enrolment of members forthwith. The election of officers was next proceeded with, and resulted as follows: Chairman, Mr. Johnson; vice-chairman, Mr. Stouzak. Committee, Messrs. Fisher, Ashley, Cartmell, Beddis, Hammond, Waldemar, Eaves, and Calligan. Mr. Robert Price was elected branch secretary, and the weekly meetings will be held on Friday evenings. Mr. Wilson left Fleetwood for Liverpool to meet the representatives of the shipowners upon the question of wages, arriving there on Tuesday. Under the heading of Liverpool branch will be found the result of the interview.

The Board of Trade have awarded a piece of plate to Captain J. H. Fichland, of the German barque *Adamant*, of Hamburg, in recognition of his humanity and kindness to the shipwrecked crew of the schooner *Invicta*, of Faversham, which was wrecked in a storm in the North Sea on the 24th November last. The Board have also awarded a gold medal to A. F. W. Busse, chief mate of the *Adamant*, and silver medals and sums of money to S. Battershell, Charles Barr, N. Sigbjornsen, and E. Wickholm, seamen, who, with the chief mate, manned the boat of the *Adamant* and rescued the crew of the *Invicta* at extreme risk.

A correspondent writes to a contemporary:—Your "Ticket-of-leave Man" mentions in his articles, which I have every reason to believe are perfectly genuine, among other things his cell accommodation at Portsmouth. He has a *hammock* to sleep in, with a *bed* in it, and in addition, two *sheets*, two *blankets*, and one *rug*. Now, sir, a Blue-jacket or Royal Marine, serving in one of her Majesty's ships, the latter of which I myself was for six years, has served out to him, which is all the Admiralty allowance is, one *hammock*, one *bed*, and one *blanket*. So, after all, the convict is better off than the man who serves his Queen and country, not only in this respect, but in numerous others I could mention.



## IN THE DOG WATCH.

It is pleasing to note that our recent remarks on the claims of the plucky seafaring men who act as firemen in London have not been made in vain. At the meeting of the London County Council last Tuesday the Fire Brigade Committee reported that the Prince and Princess of Wales had been pleased to promise to present the good service medals awarded to eight members of the brigade. The ceremony would take place on the Horse Guards Parade, at 4.30, on the 25th inst.

That is to say to-day (Saturday), when there ought to be a good muster of seafaring men to give a hearty cheer for their brave brethren as well as one for the Prince and Princess, who deserve it on such an occasion, though some of us may be Republicans.

When a British Consul lately attacked British sailors, we pointed out that the less British Consuls had to say against sailors the better, for we predicted that British Consuls would get the worst of it. We have not had long to wait to see the prophecy fulfilled. One of these officials has since been committed for trial on a serious charge, and this week a correspondent, who understands what he is writing about, treats us to some revelations as to the way in which "justice" is dispensed in Consular Courts when seafaring men are concerned.

These revelations are of course no revelations to seafaring men. But they may be new to some M.P.'s burning to distinguish themselves by asking the Government awkward questions, and to their attention we commend them.

Who the Consul was that committed forgery our correspondent does not say or even indicate. Perhaps it was the late lamented Mr. Piggott, as the average British Consul is a man of his stamp, though rather inferior to him in the matter of intelligence and dexterity.

But our correspondent does not even say that the Consul was a British one, so it may be a cruel libel on Mr. Piggott's memory to suspect him of having been a Consul.

An esteemed contributor to SEAFARING writes:—"The Exhibition of the pictures in this summer's Academy should be interesting to seafaring men and lovers of the sea, on account of the many nautical subjects therein treated. Besides seascapes innumerable, there is a large picture, hung by-the-bye in a very bad position near the skylights, representing a group of West Country fishermen. The fine, bronzed, old sea-dogs are busily conning an odd number of the *Western Daily Mail*. With all due deference to our contemporary, the *Mail*, we cannot help thinking that the picture must have been painted before the days of SEAFARING, which these old gentlemen ought most certainly to be reading."

"All hands to the pump!" is a noble picture, hanging conspicuously 'on the line.' Half-a-dozen merchant seamen are toiling desperately at the pumps of a sore-beset ship. Above them the mainsail has just been torn to tatters, and the sea washes over the deck abaft."

"It is highly entertaining to listen to the remarks of bystanders near this picture. 'What shabby looking sailors,' they say. 'Those

are not sailors: where are their square-cut collars?' etc., etc. The rich and well-dressed people who make these remarks are evidently quite ignorant of the fact that a merchant seaman is not a navy-serge fop, that on the contrary he scorns foppery of all kinds, and is in fact distinguished by his childlike and manlike qualities, and not by his uniform from other toiling mortals."

Our friend might have added that the pay "merchant service Jack" used to get before the Union raised it for him would not admit of good or even sufficient clothes, even if the hard toil he has to engage in were not so hard that it speedily spoils clothing. Moreover, the picture of Jack being stripped of his clothes given on our front page this week is something more than allegory. If you don't lose your clothes by shipwreck, and don't have them stolen, you have to pawn or sell them, and so by one cause or another the seafaring men are generally stripped. It is wonderful how little clothes you can do with when you try. A flannel shirt and a pair of dungaree trousers about as thick as a cotton pocket handkerchief constituted the entire wardrobe with which the present writer once made most of a voyage before the mast from Australia to England, rounding Cape Horn far to the southward in winter, never missing a watch, and yet able when volunteers were wanted to take the place of firemen—who broke down in crossing the line—to serve in the stoke-hole. But feeding the furnaces on the line is no joke, any more than climbing about with bare feet and such airy costume off the Horn in winter.

The need for and power of the Sailors' and Firemen's Union is well shewn in Mr. Abbott's letter, which appears in another column of this week's SEAFARING. As he remarks, "How grand is this combination that can provide a man who has only eightpence to take with a lawyer or Queen's Council if necessary to defeat the injustice of master or shipowner." Seafaring folk who don't belong to the Union please note this, and join at once.

## PASSED EXAMINATIONS.

Week ending 18th May, 1889.

Note.—Ex. C denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Evans, Evan Benjamin	2 M	London
Marquand, C. P.	1 M	London
Green, Thos.	1 M	London
Simmonds, J. H.	1 M	London
Brehant, T. J.	O M	London
Ridley, C. A.	O C	London
Burch, C. H.	O C	London
Jackson, J. C.	O C	London
Greenop, J. W.	1 M	London
Sullivan, H. S.	2 M	London
Dixon, Kennett	2 M	London
Cornwell, V. W.	2 M	London
Rivers, Jas.	2 M	London
Milner, C. L.	2 M	London
Walker, H. W.	2 M	London
Hughes, Jno.	2 M	London
Call, Hamilton	2 M	London
Cay, Malcolm M.	2 M	London
Jones, R. C.	2 M	London
Barry, A. E. H.	2 M	London
Symons, C. D.	2 M	London
Smith, Albert	2 M	London
Griffiths, J. H.	2 M	London
Paterson, Henry	O C	London
Ormsby, Jno. Edwin	O C	Liverpool
Wear, Jno.	O C	Liverpool
Woolfenden, Bentley	O C	Liverpool
Hughes, Wm.	O C	Liverpool
Carey, Wm. Jno.	1 M	Liverpool
Williams, Robert	1 M	Liverpool
Thomson, David	1 M	Liverpool

Learmouth, R. A.	2 M	Liverpool
McNab, Thomas	2 M	Liverpool
Harker, F. H.	2 M	Liverpool
Anley, H. R.	2 M	Liverpool
Linton, Philip	2 M	Liverpool
Jones, W. H.	2 M	Liverpool
Leders, C. J.	1 M	Liverpool
Hasler, Arthur	1 M	Liverpool
Ellery, Joseph E.	2 M	Plymouth
Broughton, Vernon D.	Ex C	Plymouth
Tudor, James	O C	Plymouth
Biddick, John	1 M	Plymouth
Davis, Henry	1 M	Plymouth
Thomas, David	1 M	Plymouth
Jones, Arthur S.	2 M	Plymouth
Hocken, Wm. Jno.	O C	Plymouth
Peck, Edwd.	Ex C	S. Shields
Strachan, James	O M	Aberdeen
Rainnie, John	O C	Aberdeen
Lawie, William	O C	Aberdeen
Bannister, Ernest Wm.	2 M	Hull
Wheatley, Harold	2 M	Hull
Wright, George Thos.	2 M	Hull
Rea, George Alfred	O C	Hull
Woods, Charles Edward	1 M	Hull
Smith, Richd. S.	2 M	Cork
Spillane, Wm.	O M	Cork
Gilbert, Wm.	O C	Cardiff
Williams, Wm. Richd.	O C	Cardiff
Powell, Geo. H. M.	1 M	Cardiff
Brooks, Geo. Robt.	1 M	Cardiff
Jones, Harry D.	1 M	Cardiff
Saunders, Wm. Alfred	2 M	So'amp't'n
Haavind, Einar F.	2 M	Belfast
McCalmont, Wm.	O C	Belfast
Lyttle, Robert	O C	Belfast
Horsburgh, Geo. M.	2 M	Leith
Scouler, D. B.	2 M	Leith
Smith, Thomas	1 M	Leith
Harrison, Hy.	2 M	Sund'r'lnd
Hareuss, Robt.	1 M	Sund'r'lnd
Turnbull, Thos.	O C	Sund'r'lnd
Brown, Wm. N.	2 M	Greenock
Milligan, Alex.	2 M	Greenock
Aitkin, Thos. Hy.	2 M	Greenock
McDonald, Lachlan	1 M	Greenock
Armour, Peter	1 M	Greenock
Andrews, Saml.	O C	Greenock

## HOME TRADE.

Dillon, Chas. D.	Master	Liverpool
Lillywhite, Jno. Wm.	Master	South'pt'n
McMullin, Patrick	Master	Belfast

## ENGINEERS.

Selby, Hy. F.	2	London
Schultz, Wm. Thos.	2	London
Nicoll, James	2	London
Perrott, Wm. J.	1	London
Bloxam, Thos. M. S.	1	London
St. Clair, Alfred	1	London
Owen, Robt.	2	Liverpool
Williams, Jno. R.	2	Liverpool
Dixon, Lancelot R. C.	2	Liverpool
Jardine, James Fredk.	1	Liverpool
Grierson, Wm.	2	N. Shields
Dysart, Wm.	2	N. Shields
Evans, David	2	N. Shields
Younge Edwd. Albert	2	N. Shields
Hall, Joshua	2	N. Shields
Storey, Jno. Thos.	2	N. Shields
Arrowsmith, Jas. Ellis	2	N. Shields
Carr, Jno.	1	N. Shields
Medhurst, Thos. Alexr.	1	N. Shields
Taylor, Robt.	1	N. Shields
Whitton, Wm. M.	1	Dundee
Ramsay, Jno.	1	Dundee
Bradley, Jos. Thos.	1	Dundee
Cairns, Jno.	1	Dundee
Allan, Jas. R.	1	Dundee
Menzies, Thos. N. H.	1	Leith

J. CLARK HALL, Registrar General.  
General Register and Record Office  
of Shipping and Seamen,  
Custom House, London, E.C.

*International s.*, has sailed from Grimsby with union crew at union wages.

ILLEGAL DECK CARGO.—At North Shields, Captain Khane, master of the Norwegian steamship *Magnus Barfod*, has been summoned for having arrived at a British port between the last day of October and the 16th day of April, with a cargo of light wood goods carried over 3 feet above the deck, rendering himself liable to a fine of £5 for every hundred cubic feet of wood carried in excess. The defendant acknowledged that he carried the pit props to a height exceeding 3 feet above the deck, but said he was not aware that there were any restrictions in England in reference to the carrying of light wood goods after the 1st of April. The Bench considered a fine of £5 and costs would meet the ends of justice.



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All subscriptions must be paid in advance.

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## TO CORRESPONDENTS.

Correspondents should write on one side of the paper only anything meant for publication, and address, not to 13, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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wrecked, and not able to send notice within the specified time. The posting of ship at Lloyd's as lost, or certified extract from ship's log to be taken as evidence.

No person following a seafaring life as his or her ordinary occupation shall be entitled to the benefits of the Coupon unless he or she be a financial member (as defined by its rules) of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland. The Coupon, which is not transferable, is only genuine when it bears a receipt for a year's subscription in advance to SEAFARING. No subscriber can hold more than one of these Coupons. Its owner, before proceeding on a voyage, should leave it with his wife, nearest relative, friend, or legal representative. The Coupon, when issued, must be signed by the owner in the presence of a witness. This will be proof of ownership. The Secretaries of the various branches of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland are authorised to receive subscriptions for SEAFARING, and having now been supplied with Coupons are prepared to issue them. Subscriptions will also be received and Coupons issued at the office of SEAFARING, 150, Minories, London, E.

The names of the Branch Secretaries of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland and the offices of the respective Branches of that Union are as follow:—

ABERDEEN.—Jas. C. Thompson, 58, Ship-row.  
 ABERDEEN.—J. Adams, Factor, Harbour-place.  
 BARROW-IN-FURNESS.—J. Donovan, 16, Hind-pool-road.  
 BELFAST.—J. Farquharson, 56, Corporation-st.  
 BIRKENHEAD.—Alexander Shepherd, Grapes Hotel, Bridge-street.  
 BRISTOL.—J. Fitzpatrick, 48, Prince's-street.  
 BURNISLAND.—Jas. Moody, Lower Leven-street Hall.  
 CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street.  
 CORK.—Dominick Bordessa, 12, Merchants Quay (pro tem.).  
 DUBLIN.—John Dench, 87, Marlboro'-street.  
 DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.  
 GLASGOW.—M. E. Darby, 13, James Watt-street.  
 GOOLE.—James Hill, 32, North-street.  
 GRAYS.—J. Wildgoose, 13, Prospect-Gravesend.—J. place, Gravesend.  
 GREAT GRIMSBY.—Wm. Young, 33A, Cleethorpe-road.  
 GREAT YARMOUTH.—Johnson Henderson, George and Dragon Hotel, Gorleston.  
 GREENOCK.—E. Donnelly, 11, Cathcart-street.  
 GRANGEMOUTH.—Chas. C. Byrne Masonic Hall, Grange-street.  
 HULL.—George Reid, Unity Hall, 3, Prince-street, Dagger-lane.  
 KING'S LYNN.—Wm. Bennett, 14, South-street.  
 LEITH.—R. Smith, Trafalgar Halls, 54, Bernard-street.  
 LIVERPOOL (South End).—Wm. Nicholson, Trades Hall, Duke-street.  
 LIVERPOOL (North End).—James Stuart, 116A, Derby-road, Bootle.  
 LONDON (Tower Hill).—A. R. Abbott, 3, Mint-pavement, Tower Hill, E.  
 LONDON (Tidal Basin).—R. M. Walsh, 3, Tickford-terrace, Tidal Basin, E.  
 LONDON (Green's Home Branch).—T. J. Wilson, 9, Jeremiah-street, East India-road, E.  
 LONDON DERRY.—Thos. McGowan, 27, William-street.  
 MONTROSE.—John Wood, 14, Wharf-street.  
 MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.  
 NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.  
 NEWPORT (Mon.).—John Phillips, 31, Ruperra-street.  
 SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.  
 SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street.  
 SHIELDS (North).—George Stewart, 8, New Quay.

SOUTHAMPTON.—J. Nash, Insurance Chambers, 70, High-street.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-street.

WEST HARTLEPOOL.—J. McIntyre corner George and Adelaide streets.

WHITEHAVEN.—Peter King, 8, Strand-street.

WORKINGTON.—Thomas Dobson 20, Botney-street.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

## SEAFARING MEN

Should Join without Delay

THE NATIONAL AMALGAMATED SAILORS' AND FIREMENS' UNION  
 Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

"(1) To improve the condition and protect the interests of all classes of seafaring men. (2) To establish homes for seamen in all places where the Executive Committee deem it expedient. (3) To make advances of money to seafaring men at low interest on security of their wages and allotment notes. (4) To endeavour to obtain reasonable hours of duty, and to maintain fair rates of wages. (5) To assist members whose interests have been damaged by reason of prominent services rendered to the society. (6) To afford legal assistance, either as plaintiff or defendant, to any member of the society in respect of matters arising out of, or incidental to, his employment as a sailor or sea-going fireman, cook or steward, including claims for wages, damages for breach of contract for wages, compensation for injuries, claims for salvage, alleged liability for negligence or misconduct involving loss or forfeiture of wages or involving penalties, and all claims and liabilities, whether under the Merchant Shipping or any other Act or Acts of Parliament, or otherwise, of what nature soever, so arising or incidental as aforesaid, nevertheless, to the rules of the society; and to provide for the maintenance of members detained on shore till their cases are tried. (7) To use every effort to provide for the safety of ships work in order to prevent loss of life at sea. (8) To provide a better class of men for the merchant service, and to see that all members that are engaged through the Union shall be on board at the appointed time and in a sober condition ready for work. (9) To provide assistance to shipwrecked mariners. (10) To provide assistance to members who are travelling in search of work. (11) To put seafaring men, intending to become members but for the time being unable to pay, on the same footing as paying members, except with regard to financial benefits, by granting them Privilege Cards. (12) And to provide funds for the relief of members in sickness or temporary disablement, and for their respectable interment." Full particulars on application at any of the branches of the Union.

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**NATIONAL AMALGAMATED**  
Sailors' & Firemen's Union, Great Britain & Ireland.

**GLASGOW BRANCH.**  
**NOTICE.**

To the Seamen, Firemen, Cooks, Stewards,  
Carpenters, and Boatswains

Who have not yet enrolled yourselves under the Union Banner, we are wishful to give you an opportunity of Enrolling before we again raise the Entrance Fee. We therefore beg to notify that on and after the 3rd of June, 1889, the Entrance Fee will be raised to 7s. 6d., and will continue to be raised from time to time, until it is up to the figure paid into the Unions of Australia and San Francisco, with which we intend soon to amalgamate. It will therefore be to your interest to Enrol at once.

MAURICE E. DARBY, Secretary.  
13, James Watt-street,  
Glasgow, 18th May, 1889.

**IMPORTANT**  
**NOTICE**  
**TO SEAMEN, RIGGERS, &c.**

At a Meeting, held in Mariner's Hall, 48, Candle-lane, Dundee, on 14th January, 1889, the following resolutions were unanimously adopted by a large number of the Seamen and Riggers of this Port:—

1. That from this date our pay shall not be less than 6d. per hour for working at Ships when in port at Rigging, Cleaning, and Painting, &c. Between the hours of 6 p.m. and 6 a.m., 9d. per hour shall be paid.

Time-and-half to commence on Saturday at 2 p.m.

2. That from this date a River Tide's work shall not be more than 6 hours' duration, price 5s. 6d. All over and above 6 hours to be paid at the rate of 6d. per hour.

3. Tide's work inside shall not be more than 3 hours' duration, price 3s. 6d., from the Jetty 4s.

4. That none other than Seamen shall be allowed to move ships anywhere in River or Docks. Masters or Owners engaging men for such work who are not Seamen, are to be made acquainted with this Rule and made to understand that Seamen will not work with men who are not bona fide Seamen. If Seamen cannot be found, any person can be employed.

5. Attending the Launching of a Vessel shall be considered the same as a river tide, and paid for accordingly.

6. A Run to Cardiff shall be paid for at the rate of—for Sailing, £4 10s.; Towing, £4; S.S. under Steam, £3 10s.

7. A run to Liverpool shall be 10s. less in every case than a Cardiff Run.

8. A London Run, Sailing, £3 10s.; Towing, £3; under Steam, £2 10s. A Run to Glasgow the same.

9. A Run to the Tyne, Sailing, £2 10s.; Towing, £2 5s.; Steaming £2, and to the Tees 5s. more than to the Tyne in every case.

10. That all Runs commence at the Dock Head, and shall end 24 hours after arrival at Port of destination. All time over and above to be paid for at the rate of 5s. per day.

11. Men called to a Tide's work shall be entitled to Half a Tide if Ship do not move.

Seamen, Riggers, &c., are earnestly requested to stand true to each other, and in no case to infringe these Rules.

UNITED, SHOULDER TO SHOULDER.  
By Order of the Committee.

**J. J. ROBINSON,**  
**MARKET HOTEL,**  
**MARKET PLACE,**  
**MIDDLESBOROUGH.**

**ALLSOPP'S MILD & BITTER ALES & STOUT**  
Choice Wines. Cigars of the Finest Quality. Middles-borough Branch Meetings of the Sailors' and Firemen's Union held at this house.

**MR. A. T. SMITH'S**  
**SOCIETIES' TAVERN**  
**DAGGER LANE, HULL.**

**FREE AND EASY EVERY EVENING**  
General Place of Resort for Sailors  
and Firemen.

Best Quality of Spirits Wines, and Beer  
always on stock.

Best known house in Hull amongst  
Seamen and Firemen.

**Seafaring.**  
**THE ORGAN OF THE SEAFARING CLASS.**

SATURDAY, MAY 25, 1889.

As we are recording in our columns from week to week, the branches of the Sailors and Firemen's Union are largely occupied in petitioning Parliament for the redress of some of the grievances of seafaring men. And very right and just it is that the branches of the Union should thus occupy themselves. On the principle, however, that "blessed are they who expect nothing for they shall not be disappointed," it is wise not to be over sanguine as to the immediate results of these petitions. Parliament, it should be remembered, chiefly consists of rich men who care a great deal about themselves and very little indeed about seafaring men, who have not votes in Parliamentary elections. Parliament, moreover, is divided into what are called political parties, which vary the monotony of passing laws for their own benefit by professing principles and demonstrating that they do not believe in those principles. Those principles are supposed to be widely different. Enormous sums of money are spent on publications and movements intended to keep up this imposture, and to divide the people of the country into different factions. This division of the people into different factions serves a double purpose: it prevents their uniting to obtain justice, and it impels each faction to labour strenuously for the return to Parliament of the men professing its prejudices; so it is to the interest of the men who usually get into Parliament to keep up the fiction that there is a vast difference between one political party and another. As a matter of fact there is no real difference between them. Their objects are all the same. Whatever their professions—place, power, or profit, or all combined is the real aim of all political parties, and to attain it they are ever ready to sacrifice everybody and everything else. This country has had some centuries' experience of Parliament, with the result that the mass of the people are in some respects worse off than ever they were.

Parliament, it may be said, has effected many reforms. But these reforms have only been passed to keep the people from revolution, and perpetuate as far as possible the power of the rich. For seafaring men or other toilers to expect much in the shape of redress from Parliament as at present constituted is vain. With the exception of a mere handful of members whose votes can have no appreciable effect, Parliament is made up of moneyed men, devoted to the maintenance of interests absolutely antagonistic to the welfare of the mass of toilers. The newspapers from which so many of the electors take their opinions are generally the property of rich men, in whose interests they are conducted, and in whose interests they spread all manner of falsehoods and nonsense so as to keep the people in a condition of besotted folly and

slavish acquiescence in a state of things for which it is pretended there is no real remedy. The Pulpit, as well as the Press, is also prostituted to the service of the rich. The Pulpit is perhaps the most anti-Christian institution in the whole country. Christianity is essentially a democratic creed, and Jesus Christ having been a Socialist, some professors of Christianity seem to think that by bringing Christianity into hatred and contempt through their conduct, they also bring Democracy and Socialism into contempt, and thus they earn subscriptions and legacies from capitalists. On any other theory it is hard to account for the anti-Christian attitude of most so-called Christians in the struggle that is now going on. The foul crimes that are perpetrated with impunity on seafaring men are, of a surety, not in accordance with the teachings of Christ. How is it, then, that these crimes are not denounced by more of His professed followers? Is it not because it is "the Gospel according to Satan"—as set forth in last week's SEAFARING—rather than the teachings of Jesus Christ that too many professed Christians really act upon? Some of these people are very busy in collecting subscriptions for converting seafaring men and heathen—the trade must be profitable to support all those engaged in it—but the need for converting most professing Christians to Christianity is far more urgent.

With the Press and the Pulpit, and all the rest of the power that wealth can give on their side, the capitalists are strong indeed. But the people are stronger still if they will but refuse to be made the tools of politicians, parsons, or newspapers, and unite to form a great labour federation. Meanwhile it is to themselves, as represented by the Union, to the people, not to the politicians or to the Parliament of this country that seafaring men must look for justice. Justice, let it be clearly understood, is what we seek, not charity—and we are not to be gagged by such threats as those advertised in Liverpool papers to the effect that subscriptions to widows and orphans' homes will be stopped if we continue to agitate. The sort of homes usually provided for the widows and orphans of seafaring men are the work-houses—or poorhouses, as they are called in Scotland—and these are not dependent on subscriptions, but are supported by involuntary contributions called poor rates, which none pay more grudgingly than the rich. The threat is therefore childish. At the same time, the shipowners are aware that if the agitation be not stopped, the day must come when they who so ruthlessly slay and maim husbands and fathers to swell their gains will be compelled by law to bear the whole cost of supporting the widows and orphans instead of making the parish bear it, as they generally do. If we got justice, they would generally do nothing of the sort.

And how badly justice is needed may, as usual, be seen from our correspondence this week, telling, as it generally does, of outrages on seafaring men that



would cause the whole country to ring with indignation if any other class of British subjects were the victims of such infamous wrongs and burlesques of "justice."

But there is some consolation. All this helps to teach the urgent necessity for Revolution. Some 85 per cent.—certainly more than three fourths—of the food necessary to maintain the people of this country is brought from other countries by seafaring men, who by arranging that they shall not fetch it for a season could bring about a Revolution as bloodless and as thorough as they liked. But that season must be carefully chosen, our organisation must be strengthened and perfected, and the practical and cordial co-operation of the other organised toilers must be secured ere anything so gigantic be attempted, if attempted it must ever be. This Plan of Campaign we do not set forth as one that the Union intends to attempt, for we should keep it a profound secret if we thought that the Union meant to attempt it. Our object in mentioning it is merely to shew seafaring men the power that combination might give them and to make them feel the truth of Sir Walter Raleigh's saying that "they who command the sea, command the commerce of the world." Seafaring men would do well to lay that saying to heart, and remember that if all of them join the Union they can command the commerce of the world.

### NAUTICAL NEWS.

NAVIGATION opened at Cronstadt May 13. FURTHER discharges have been ordered from Devonport Dockyard.

PRINCE Albert Victor of Wales opened a new Dock at Belfast last Wednesday.

THE new armour-plated cruiser *Immortalite*, built at a cost of £300,000 is ready for sea.

ALL the English smacks have now left for Faroe, says a report, dated Kirkwall, May 19.

THE riveters in Port Glasgow and Greenock shipbuilding-yards have struck for higher wages.

THE French have a submarine torpedo boat which can stay eight hours under water without her crew feeling the worse.

CAPTAIN MURRELL, of the *Missouri*, which rescued the passengers of the ss. *Danmark*, arrived at Tilbury Docks on Saturday morning.

THE *City of Paris*, which arrived at Liverpool on Wednesday, made the passage from New York in 6 days 29 minutes.

THE aggregate value of American vessels engaged in the lake marine and given a rating in the Inland Lloyd's insurance register for 1889 is 43,522,700dol.

SIR MICHAEL HICKS-BEACH is less anxious to pass the Tonnage Bill in its present form than in the shape approved by harbour authorities and a majority of the shipping interest.

WITH reference to the Sailors and Firemen's Union a shipowners' paper says: "Considerable divergence of views exists among shipowners, and anything like a united front is absent."

IN the House of Commons, on May 20, Lord G. Hamilton moved for leave to introduce "a Bill to amend the law relating to the use of flags in the British merchant service." The Bill was read a first time.

THE total length of the submarine cables at present in use is given by an Austrian paper at 113,031 miles. Of this length, 102,531 miles belong to various cable companies, and 10,500 miles are Government property.

A COURT of inquiry at Port Elizabeth, while pointing out how the accident might have been prevented, has declined to censure any of the officers concerned in the recent collision between the *Hawarden Castle* and the *Sierra Nevada*.

THE basis of a federal arrangement between the National Union of Sailors and Firemen and the National Union of Dock Labourers, which has been under consideration in Glasgow since the Clyde seamen's strike, has been practically settled.

IN the House of Commons early on Tuesday morning, the order for going into committee on the Merchant Shipping (Tonnage) Bill was discharged, and the measure was referred to the Standing Committee on Trade. The Advance Notes to Seamen Bill was read a second time.

ACCORDING to a Lagos telegram the latest news from Porto Novo is to the effect that matters are quieter there. Three French men-of-war have arrived at Kontonoo, and a number of troops have been landed, and the inhabitants who had fled at the approach of the Dahomians are returning.

SAMUEL QUIRK, who fell a distance of 40ft. from the mast of the *William H. Macie*, in Herculeum Dock, Liverpool, while engaged in fixing a yard to the mast, was killed last Monday. A man named Carnie had his head cut by the yard, which fell and smashed. Thomas Hyland, who was on the yard at the time, escaped with a few cuts, although he fell a distance of 50ft. into a flat that was lying alongside.

ELEVEN of the crew of the *Alaskan*, which foundered last week, have reached land. They rowed their boat to the shore of Oregon, but were unable to land from it in consequence of the rocky nature of the coast. They therefore left the craft and swam for the land, one sinking from weakness and being drowned. For three days the castaways had been adrift in the boat without food, and their sufferings had been intense.

THE United States Government are taking steps to destroy, by means of torpedoes, some of the derelict vessels that are floating about the Atlantic to the danger of navigation. A shipowners' paper mildly wonders that the British Government do not do likewise, just as if any British Government would, while Parliament is so full of shipowners, venture to interfere with their vested interest of sending ships to sea to lose them and pocket the insurance.

JAMES MITCHELL, a seaman, belonging to Banff, has been reported to the River Tyne police at South Shields as having been missing since May 16. On the morning of that day he left the Ship Inn, West Holborn, South Shields, to go on board the schooner *Ensign*, which vessel he had joined the day previously. He has not been seen since. His clothes are on board the vessel. It is feared some evil has befallen him.

AT the Newcastle Police-court on May 16, Joseph Dixon Patterson, late chief engineer of ss. *Stuart Prince* sued James Knot, the owner (Prince line of steamers), for the sum of £17 12s., being two days' wages earned and one month's wages as compensation for wrongful dismissal after signing articles under section 167 of the Merchant Shipping Act, 1854. Mr. Kelso Storey, solicitor for the Marine Engineers' Union, appeared for the complainant, and the Bench gave judgment for the full claim and costs.

THE following advertisement, probably inserted by crimps, shipowners, prostitutes, or other sharks appears in Liverpool papers:—"Sailors, beware! Stump orators are not your best friends. Remember those who build and sustain homes for aged seamen and orphanages. Don't make enemies of these. Be just. Until 12 months ago shipowning was ruinous for years." Why was it carried on if it was ruinous? As for remembering those who "build and sustain homes for aged seamen and orphanages," we are not likely to forget that they are the people who make the orphans and render the seamen prematurely aged.

A DEPUTATION of the Scottish Shipmasters' Association, consisting of representatives from the Clyde, the north-east of Scotland, and Firth of Forth districts, waited on Monday by appointment upon the Commissioners for the Northern Lights in reference to the subject of coast lighting. The deputation among other things recommended to the attention of the Commissioners the system of oil lighting employed in the fjords and inter-channel passages of Norway, which they urged, besides being inexpensive and thoroughly efficient, had the special advantage of being automatic in action. The Commissioners promised to give full consideration to the views of the deputation.

ADVICES from Equimena state that an explosion occurred on board the whaling barque *Sea Fox* at Equimena, which resulted in the loss of five lives. It appears the vessel put into that port for food and water, and an agreement was made to give a quantity of powder to the natives in exchange for these commodities. Arrangements were made to transfer the powder when a lighted cigarette caused a terrific explosion; the after part of the vessel was blown away, and the forepart became enveloped in flames. Captain Holmes and four men were killed outright, and their dead bodies, which were shattered fearfully by the explosion, lay on the deck close to the five seamen who were knocked down and seriously

injured; however, the injured men were soon afterwards removed ashore for treatment.

WHY women should disfigure themselves by wearing bustles is not clear to the male mind. Perhaps the explanation is that bustles are useful to carry contraband goods in. At any rate, Miss Anne Bowes, who landed from the Cunard ss. *Catalonia*, from Boston, on being asked the usual question if she had any tobacco or other goods liable to duty, answered in the negative. But her large bustle attracted the attention of the modest Customs officer, and on the female searcher examining what a shipowner's paper calls "this attractive part of the visitor's wearing apparel," 3lb. of foreign manufactured tobacco was found located there, for which Miss Anne Bowes had to pay £1 15s. 3d., being the treble value and duty, and to forfeit the favourite weed, which she said was consigned to her brother in Kilbrittain.

THE owner of the *Hawkhurst* ss. says that when she was two or three days out from St. Vincent fire was discovered in the main hatch, containing general cargo, and amongst which were a number of cases of matches, a large quantity of tar and oil in barrels, and other inflammable cargo. The fire subsequently extended to the bunkers, and threatened to stop the ship. Although the crew knew all this, Captain Robertson kept the ship on her course, fighting down the fire night and day for 10 days, and owing to their gallant exertions the fire was kept under and finally extinguished on her arrival at Rio de Janeiro, 10 days after the fire was discovered. Captain Robertson (an Aberdeen man) was presented by the Emperor of Brazil, on the arrival of the ship at Rio de Janeiro, with the gold medal of the highest class—the only one awarded to a foreigner—"for not abandoning his ship." As usual, the crew appear to have got nothing but hard work.

REPORT of the barque *Firth of Clyde*, Captain Smith, from San Francisco, arrived at Falmouth: On February 9, 28 days out from the Golden Gate, laid to off Adamstown, Pitcairn's Island; and Mr. M'Coy, chief magistrate, and five men, came off in their whale boat. They brought pumpkins, cocoa-nuts, pineapples, bananas, eggs, and a beautiful bunch of flowers. Mrs. M'Coy also sent half a cooked fowl and a piece of pudding made from sweet potatoes and Indian corn, for the captain's dinner. Captain Smith had the greatest difficulty to get them to accept of anything, it being their Sabbath day. They hold the seventh day of the week, instead of the first; their reason for doing so is in obedience to the fourth commandment. The only thing Mr. M'Coy would accept was some wine for communion purposes and some medicine. Captain Smith supplied them with all the latest newspapers, both American and English, which were thankfully received. Religious books were eagerly sought after, also the *Christian Herald*. Mr. M'Coy held divine service on board, and a number of Moody and Sankey's hymns were sung. There are 117 souls on the island, 45 males and 72 females; 38 of this number are children. They were all in good health. They take a lively interest in the doings of the outer world, and were well posted in American politics. They knew all about the late election—that Harrison had been elected in the place of Cleveland, &c. After remaining for about two hours the islanders took their leave, and the crew bade adieu to one of the brightest spots in this dreary waste of waters.

JAMES NOONAN, alias Thomas O'Brien (Cork), was at Greenock Police-court charged with a contravention of the Merchant Shipping Act, by using a certificate which he knew to be false. Mr. Werter Hood, Board of Trade Inspector, is empowered, when a vessel arrives at the Tail-of-the-Bank undermanned, to engage the requisite number, and get them entered in the ship's articles. On Friday, the 10th May, the steam yacht *Cynthia*, of Glasgow, was ready to sail from Greenock, and being a man short, Captain Taylor requested Mr. Hood to engage an able seaman. He saw the accused, asked him if he was an A.B. and wanted to ship, and accused, it is stated, answered in the affirmative, handing him a certificate of discharge from the ss. *Bempton* in name of John Noonan, which he said was the last one he had got. After going on board the *Cynthia*, defendant ultimately, Mr. Hood says, admitted that the certificate did not belong to him, and that it had been given him by a boarding-house keeper in Greenock. Accused was remitted to the Sheriff for trial.

The strike of miners in Westphalia continues to extend, and the excitement is increasing daily. The movement is also spreading to other trades and parts of Germany. It is apprehended that the tramway drivers in Berlin will also go out if their demands are not complied with.



## THE SAILORS' AND FIREMEN'S UNION.

### LONDON.

#### TOWER BRANCH.

The regular meeting of this branch was held at 263, Cable-street, last Tuesday night, Mr. Alfred Gracott in the chair. After some important business was ended, Mr. Charles Barker was elected treasurer, in the place of Mr. J. Stevens, L.C.C. The latter will be asked to be one of the trustees for the branch. Mr. R. Pleasance rendered "The Lifeboat" in a manner that met with the approval of all present, and Mr. Walsh, Tidal Basin secretary, gave a very good song.

#### GREEN'S HOME BRANCH.

At a branch meeting held on Monday, May 20, Mr. A. R. Abbott was in the chair, and in his opening address gave an illustrative demonstration of what can be done by being united in mind or thought as well as in action. Some very nice correspondence was read from Leith about the ss. *Daylesford*, which showed the men clearly that the Union will protect them whenever they have any claim to legal protection. Mr. Wilson, secretary, then endeavoured to inculcate into the men's minds that in future there should not be any more public-house discussions about Union business, but anyone who had anything to say should come to branch meetings and have his mind disabused of any error he might be labouring under. He would certainly like some good growler to attend his branch meetings. He always found the best way to gain information on any subject was to ask for it. The meeting then nominated a committee of seven men to audit the branch secretary's accounts on Thursday evening, May 23. An adjournment was then moved until May 27. All members of this branch who do not attend the weekly branch meetings will be fined the sum of 2d. for each offence after May 27 1889.

#### LIVERPOOL BRANCH.

##### WAGES QUESTION.

At Liverpool, last Tuesday, in the offices of the Steamship Owners' Association, a conference took place between 10 of the principal steamship owners and a deputation from the Sailors and Firemen's Union respecting the wages. The Union were represented by Mr. Wilson (general secretary), Mr. J. Nicholson (branch secretary, Liverpool), Mr. J. Stuart (branch secretary, Bootle), and Mr. J. Shepherd (branch secretary, Birkenhead). Representatives were present from the following steamship companies:—Guion and Co., Mississippi and Dominion Co., Allan Bros., Rathbone Bros., British Shipowners' Co., Canada Shipping Co., Richardson, Spence, and Co., Inman and International Co., Cunard Co., and T. and J. Harrison. On being asked by the chairman the object of their visit, Mr. Wilson said it was their desire to lay before the shipowners of Liverpool for consideration the present rate of wages. Sailors and firemen, he said, had for many years been underpaid, and now that they were organised all over the country they asked the shipowners whether an advance could not be granted. The Union was desirous that the firemen in western ocean steamships should have £5 per month, the sailors the same amount, and the trimmers £4 10s. per month. Continuing, he said that the sailors on this class of vessels worked from 72 to 84 hours per week, and being skilled workmen, they were, he thought, entitled to a higher rate of wages than they were at present receiving. The sailor was a man who generally served from four to five years' apprenticeship, and he therefore classed him as a skilled workman, and considered he should be paid as such. Firemen, he said, had very laborious work, and £5 per month was not too much to ask for them. With reference to southern-going vessels, through the Suez Canal, to the West Coast of Africa, and to the Brazils, he asked that the firemen's wages should be £4 10s. per month, and sailors £4 5s. One of the shipowners asked how long this rate of wages was to last, and in reply Mr. Wilson said that an arrangement should be come to by the shipowners, so that if any alteration was to be made in the wages due notice would have to be given on either side. From conversations he (the speaker) had had with other owners they had contended that it was a question of supply and demand. Mr. Wilson, however, said that in his opinion if the Union were able to organise the supply, they were quite justified in putting the price that they considered was a fair wage on the labour. He suggested that three months' notice should be given on either side if any alteration in the scale of wages was contemplated, as was the case in other Trades Unions. The deputa-

tion was then asked to quote the wages given in other ports for western ocean vessels, and in reply Mr. Wilson stated that in Glasgow the rate of pay for sailors and firemen was £4 10s. alike; in Hull £3 15s. was paid for sailors and £4 5s. for firemen. He also promised that the demand which they were making from Liverpool owners should be made from all owners throughout the country, as they were not desirous of making the Liverpool shipowners pay more than was paid in other ports, as this would be against the interests of Liverpool men. In reply to questions with reference to the rules of the Union, and whether it was the intention of the Union to provide a better class of men, Mr. Wilson read the rules referring to the objects of the Union, which were to provide a better class of men for the merchant service, and to see that all men who were engaged through the Union should be on board at the appointed time in a sober condition and ready for work. The rules also compelled all sailors to produce four years' discharges before they could be enrolled as able seamen in the Union. Firemen joining were asked to shew 12 months' service as trimmers before they could be enrolled, and he contended that this would have the effect of improving the social status of seamen in every respect. Mr. Wilson also pointed out that any member of the Union who neglected to join the vessel, or was unable to perform his duties through drink, would be heavily fined by the Union, and for the third offence would be expelled. The steamship owners then promised to give the matter their careful consideration and the deputation withdrew. The deputation then retired, and the shipowners promised to send their decision by letter. After considering the matter the shipowners came to the conclusion that the rates demanded were too high, and they decided not to give more than the present wages, viz., £4 10s. for firemen and £4 for seamen, and this ultimatum was sent by letter to the deputation. The rate demanded is, the shipowners say, more than is paid in any port in the United Kingdom. The matter is thus left in its former state, owing to the greed of the shipowners.

On the same day, at Liverpool Police-court, an application was made on behalf of the Cunard Steamship Company for a summons against Mr. Stuart, the secretary of the Bootle branch of the Union. It was alleged that he went on board the ss. *Gallia* as the crew were signing articles, and, on being told the men were signing at the old rates, said he would stop the ship at the dock gates. This was called an act of intimidation. A summons was granted. Mr. Stuart denies having said he would stop the ship, although somebody in the crowd said it.

A meeting of the Union was held the same evening at the Alexandra Hall, Bootle. Mr. A. Shepherd presided, and there were also present Messrs. J. H. Wilson (general secretary), W. Nicholson, J. Stuart, and J. Turkington. After a few preliminary remarks by the chairman, Mr. Wilson referred to the flourishing condition of the Union, every branch of which he said he had recently visited. The Union was quite prepared for action, but he did not advocate strikes, as they were injurious both to the employer and the workman, but there was only one way in which they could avoid strikes, and that was thorough organisation. (Applause.) He found that the members of the Liverpool branches recently had been asking when the time would arrive to make a demand upon their employers; but the Union did not want the Liverpool men to demand more money than was demanded by other men, but it wanted a uniform rate of wages throughout the country, that when they went to Scotland or Ireland, or any other port of England, they would find the wages the same as in Liverpool. (Applause.) Continuing, he said that he felt confident that if the shipowners would not concede to their just and reasonable demands then they would be prepared to make a general strike throughout the country. But he would urge on the men not to be in a hurry, but wait until the right time arrived. He urged on the members to be guided by their officials, and when they told them that the time had not arrived he hoped they would submit to the opinion of the officials of the Union. He found that one gentleman who had for many years sat on the bench as stipendiary had been inflicting some very severe penalties on members of the Union. He had been informed that Mr. Raffles, the stipendiary magistrate for Liverpool, was interested in shipping property. He did not know whether he was correct or not in making this statement, and if he was not correct, he hoped Mr. Raffles would take the opportunity of contradicting the assertion he had made. What kind of justice, he asked, could they possibly expect from men who were interested in shipping property to sit upon a bench and give

verdicts against men who were fighting for a fair day's pay for a fair day's work? (Shame.) He (the speaker) promised them that he would make inquiries, and would bring the matter under the notice of the Board of Trade. Continuing, he went on to speak of the unfair way in which business was transacted at the Liverpool Shipping Office, by the clerks interfering on the question of wages, and informing masters of the wages which had been paid in previous vessels. He might mention that if they wanted to form their scale of pay from what had been paid in previous years, in 1851 sailors were getting £5 per month to the Baltic and Quebec, and also to the Mediterranean and Algiers. Surely, therefore, if that was paid then they were justified in asking £5 now. (Applause.) In conclusion, he referred to the decision of the Liverpool shipowners to refuse the demand which had been made, and said that if the refusal had anything to do with the fact that at present owners in other ports were not paying so high a figure, he thought that objection would be soon swept away. When they demanded a particular rate in one port it meant that every port would have to pay the same rate of wages. This he believed would not be very long in coming about. (Applause.)

The representatives of the Press were not admitted to the Liverpool conference, but the shipowners took care to see that the local newspapers were supplied with a report of the proceedings bar anything which in their opinion was favourable to the interests of the organisation. It is, however, needless to say that a full report was obtained from other sources, which rather took the owners aback in the morning.

Last Wednesday night a meeting was held, in the Grapes Hotel, Birkenhead, of the Sailors and Firemen's Union, the chair being occupied by Mr. W. Nicholson, who, in opening the proceedings, said that the Sailors and Firemen's Union had made considerable progress since the time it was first started. What Trade Unions had done for other trades he was convinced that the Union which they had founded could do for the sailors and firemen. The progress which they had made was one of the marvels of the age. He believed the day was not far distant when their Union would take the leading position among other Trades Unions in the country. (Applause.)

Mr. J. H. Wilson, addressing the meeting, said that in the past the sailors had great grievances, and they had every right to complain of the way they had been treated. They had not been treated as other working men. The shipowners of Liverpool had met the sailors in conference, not because they had any love for their leaders, but because they had now a powerful organisation. It would not do to trust to the generosity of shipowners for an increase of wages. (Applause.) They would not give an increase without an agitation. This country would be nothing without her mercantile marine, and the men who carried on the trade deserved a fair day's wage for a fair day's work.

Mr. Shepherd (secretary of the Birkenhead branch) said that the members of the Union were nearly double in Liverpool, Bootle, and Birkenhead to what they were during the recent strike. When the men came out again the shipowners would experience double the difficulty in obtaining crews to what they did before.

Liverpool steamship owners by their foolish decision not to grant the demands of the Union have probably lost their chance of an amicable settlement, and have placed themselves in the unpleasant position of being regarded on all hands as a set of proud screws, who care for nothing except their own pockets.

No doubt their pride will before long have a disagreeable fall, as on the next occasion a scale of wages is proposed by the Union the owners will have to grant it, or else lay up their ships.

#### MASS MEETING IN YARMOUTH.

A mass meeting of sailors and fishermen was held in Yarmouth on the occasion of the visit of Mr. Reid, the secretary for the Humber district. Mr. Howse, a retired sailor, occupied the chair, and in a few well-chosen remarks he advised the men to listen attentively to Mr. Reid, who, no doubt, would give them a great deal of information concerning this grand Sailors and Firemen's Union.

Mr. Reid, who was enthusiastically received, said he was highly pleased to see the fishermen of Yarmouth had at last mustered sufficient courage to attend the meeting of the Union. On his last visit he had entered into conversation with some free-born Britons, who had told him they were afraid to join the Union. If they were free men where was their independence when they allowed themselves to be held in a



state of slavery by any smack or shipowner? He (the speaker) would never be afraid of any individual who was called by the name of master, as he was well aware God had made him like unto other human beings, with like wants and like desires. God had given unto all men brains, hands, and a certain amount of muscular power, and the only difference between the master and so-called servant was that the majority of masters were so lazy that they hid the talent which had been given them, or, in other words, they were too lazy to work either with their hands or brains; while the servant was not. He called upon the men of Yarmouth to band themselves together for the common good. If they had become so degraded as to allow certain individuals to trample upon their liberties and freedom, the time was now come for them to assert their rights, to demand the restoration of their freedom, telling their so-called betters that if they had allowed them to rule in the past a revolution had now been effected, as they intended to work collectively, and allow no ruling, no uncalled-for dictation, so long as they were safe under the glorious banner of combination. Referring to the attitude assumed by some Yarmouth big bugs towards the Union, he asked them to use their own common sense, and know of a surety that had the Union been a bad speculation they would certainly have championed its cause; but they could see the foundation of this great Trades Union, instead of being built on the sand like societies of the past, was firmly built upon a rock, and he (the speaker) was confident the Union would endure for ages. The benefits derived from Trades Unionism were visible to all who cared to look in the proper direction. Many raised the hue and cry that this Union was merely formed for the purpose of getting the men to strike. Well, strikes were sometimes justified, and sometimes they were not; the manner of strike he considered justifiable was a duly organised strike, for then the men could conduct it with coolness and decorum. But there were cases where a few individuals brought about strikes amongst unorganised gangs, which generally failed, and none could justify these strikes. Referring to violent scenes which oftentimes occurred during disputes, the speaker said he deprecated violence, but while doing so he knew of no case where a dog had bit a man without being molested, and had it not been for the underhand workings of shipowners and crimps during the late strike at Liverpool, depend upon it no violent scenes would have taken place there. Strikes, he contended, were injurious to both master and servant, but when arbitration failed the men had no other mode of forcing employers to concede to their terms. One individual had told him that day that Trade Unionism had failed, and his principal reason for saying so was because Trades Unionists could not stop the Germans from sending their nails to this country; that man was in the nail trade himself, and he looked upon Trades Unionism with selfish views. The speaker (Mr. Reid) held that Trades Unionists must be the most unselfish of men; their motto must be "one for all and all for one." He then cited several cases which proved the benefits that may be derived through the Union, and made special reference to the words of a fisherman whom Mr. Henderson requested to join the Union. The fisherman replied, "No, zur, I paid sevenpence into the last society, and I never got one shilling out of it." We must not look forward to so high a percentage for our weekly contribution as that. But he believed they would one and all soon experience as he had done the good of combination. Mr. Reid made special mention of various grievances affecting the fishermen, and stated the only cure for these grievances was a strong organisation. (Applause.)

Mr. Hughes moved that this meeting of seafaring men pledges itself to support Mr. Henderson in his endeavours to establish a branch of the Union in Yarmouth, and calls upon all seafaring men to at once join the Union, so that our condition may be bettered and our interests protected.

Mr. Lee seconded, and the motion was unanimously carried. The meeting was afterwards addressed by Mr. Reynolds Roberts and several prominent Trades Unionists of Yarmouth.

Mr. Reid promised to write an article upon the grievances of fishermen, and give it as much publicity as possible.

At the close of the meeting several new members were enrolled, including two small smack-owners—Mr. M. Burrell and George Proudly.

#### BRISTOL BRANCH.

It appears that our organisation here is an eye-sore to the local B.T. officials, though it would be politic on their part to conceal their chagrin, as those who live in glass houses should not throw

stones. It would appear that the presence of the branch secretary on the pavement outside the shipping offices is so offensive to the tender susceptibilities of the barnacles within, that they have intimated to him that his absence would be a relief to their sensitive natures. This is rather rich on the part of the officials under whose supine noses crimping and illegal supply are common occurrences. The secretary, however, views the situation calmly, notwithstanding this expression of dissent, and is determined to pursue the even tenor of his way and insist upon his right of presence in the public streets, though in doing so he may intrude between the wind and the dignity of these Jacks-in-office. The ship *Superior*, which failed to get her crew here under wages, has sailed, and the Union wishes her owners joy of the bargain they got from the crimping dens of Cardiff. These men were got for £3 a month, and to judge by appearances dear they were at that price. Lame, decrepit, and emaciated, they would have been a godsend to the proprietor of an anatomical museum who was prepared to fit them up as transparencies. Their value upon the topsail halliards will be as thin. They were brought up to Bristol in a tugboat in charge of B.T. officers, as there was a very strong feeling against them among the seamen of the port. The employment of public officers in this manner directly in the interest of the shipowners is a matter that will doubtless engage the attention of the Union before long, together with the re-construction of local marine boards, which at present are monopolised by shipowners; for justice will not be done until seamen are represented, not only on local marine boards but on every other public body that exercises powers affecting their interests.—At the weekly meeting of the branch held last Monday at the Society's meeting rooms, Bedminster, the case of William Lawrence, who had been fined some time since, for making a false statement against the officers of the branch came up for consideration. The secretary stated that Lawrence had expressed regret in a letter of apology to the district secretary, and personally he was satisfied. The committee were fully justified in the action they had taken to vindicate the character of their officers and imposing the fine, but it was a case in which justice might be tempered with mercy, and he should recommend the meeting to remit the fine. After some discussion the following resolution was put and carried: "That after hearing the secretary's statement, and bearing in mind the fact that William Lawrence has expressed his sorrow for his rash and inconsiderate conduct, this general meeting now exercises its power, and declares as rescinded the resolution of the committee meeting of March 19, imposing a fine of £2 on William Lawrence, at the same time admonishing him in regard to his discreditable conduct, and warning him to be careful in future in making unfounded charges against Union officials." The following resolution was also carried unanimously: "That this meeting of Union seamen and firemen pledges itself to patronise by preference such dealers and manufacturers as shew practical interest in the sailors' welfare by supporting SEAFARING as an advertising medium."

#### DUBLIN BRANCH.

At the meeting of the Dublin Branch on the evening of the 17th inst., there was a large attendance of members, and 14 men enrolled as new members. The branch also gained another victory. The ss. *Lord Gough* was chartered here to run between Londonderry and Fleetwood. The men refused to sail in her unless all Union men were shipped in her. The branch had a hearty discussion how to promote the interests of the Union, and the conclusion came to was that every ship's company of Union men when going on a voyage should elect a president out of the whole ship's company, and each man should take a note of anything of interest that happened on the voyage and report the same to their president, who should enter it in a book, and report the same when the voyage was up to the branch secretary, whose duty it would be to forward it on to SEAFARING; and also to hold meetings as often as they could on board.

#### SOUTHAMPTON BRANCH.

A mass meeting was held on Tuesday evening, and proved the largest and most enthusiastic which has yet taken place. Mr. J. Lennox, C.E., J.P., presided, and delivered a most interesting address, and urged those who were not yet enrolled to join. He considered that for the great benefits which were given by the society that it was wonderful how it could be done for the small sum of 5d. a week.—Mr. J. Lumby having also earnestly advocated the advantages of the Union,

Mr. J. F. Fasham read the following letter from Mr. Tankerville Chamberlayne, the popular owner of the old *Arrow*. It was addressed to a local sympathiser of the Union:—

Clevedon, May 19.

DEAR SIR,—Will you express my deep regret to Mr. Lemon, Captain Nash, and the company generally, that my doctor will not allow me to attend the meeting? I do know of anything that could afford me more real gratification than to assist, after my long and trying illness, at a gathering, the object of which is to promote the welfare and to mitigate the wrongs of English sailors and shipbuilders. As a lieutenant in the Royal Naval Reserve, and an old yachtsman, I naturally take a deep interest in our seafaring population; but I have a better reason than this. I have visited most of the dockyards and building yards in the country, and I have become acquainted with the hardships to which sailors are exposed; and as regards the building of our ships—those whose strength and labour fashion the craft—I have felt with shame that though they are compelled to feel more keenly than anyone a depression in trade, they are, comparatively speaking, ignored in times of prosperity, while companies and firms fatten on their work. My theory is that a great national industry is not for the benefit of the employers alone, and that great fortunes are simple thefts if squeezed out of the labour of the poor. Hence I advocate a sliding scale for wages. There should be, of course, a minimum below which the masters should not be allowed to go, since the labourer is worthy of his hire, and to keep his wife and children beyond the reach of want should be the first care of every Christian Englishman; but there should be no limit to the maximum rate of wages, since that should depend on the measure of prosperity enjoyed for the time being by the employers. You can imagine what a sensation would be caused in certain quarters, if these theories of mine were publicly expressed and criticism provoked! Nothing "sets the pot boiling" like a so-called interference with vested interests, but your true reformer must disregard all *ex parte* condemnation, he must persevere and remember that all attempts to ameliorate the condition of working men meet with tremendous opposition at first. And the reason is not far to seek. The many make the money, the few keep it and enjoy it; and their interests are not identical, let the would-be peacemaker say what he will. Let us promote friendly feelings between masters and workmen by all the means in our power, and how can we do so better than by requiring that the former should treat the latter with justice and humanity? I have seen not far from where you are assembled, honest British tars wellnigh starving for want of work, and our ships manned by black men—to gain, I suppose, a few pounds, so that directors may congratulate shareholders on the saving thereby effected and pose as masters of economical management! And now, in conclusion, let me say that I have a suggestion to make as to providing funds for further developing and extending your association. I assume money is wanted, and even if it were not so it could be usefully employed. I intend placing a money box on my yacht with an inscription explaining the object, and I will write to Lord Brassey and other yachting friends and ask them to do the same. Those to whom sailing is an amusement should not object to help those to whom sailing is the serious business of their lives, the source from whence they can win bread for their wives and families. I myself will provide a number of these collecting boxes and offer them to my friends. With them I shall send the objects of the Union printed on a card, and the address of the chief secretary, to whom contributions can be sent. Trusting I have shewn my readiness to help such an excellent undertaking as the National Sailors and Firemen's Union, and wishing you a successful meeting,—I am, yours most faithfully,

TANKERVILLE CHAMBERLAYNE.

The meeting, which was most enthusiastic throughout, was brought to a close by hearty cheers for the chairman, Mr. Tankerville Chamberlayne, and Captain Nash.

A writer in the *Southampton Observer* says: The Seamen and Firemen's Union I scarcely know sufficiently about to express a decided opinion in respect to one knotty point which is being discussed in the Press. I refer to the rule which prevents those having passed as masters being enrolled as members of the society. Surely, if it is a case of "all hands to the pump," and if unity still means strength, the more sterling sympathisers the Union can band together the better.



## BELFAST BRANCH.

The usual weekly meeting was held in Brunswick Hall, Sussex-street. Mr. A. Douglas occupied the chair, and there was a large attendance of members. After the secretary had read the minutes of the previous meeting, which were adopted, he said he was proud to see so many coming forward to join our numbers, the branch being upwards of 700 strong. He then spoke on the rapid progress of the Dock Labourers' Union, their numbers amounting to upwards of 1,100 since the branch was opened there; he was glad to say they had had an advance of 1s. per day all round, and he was proud to see the reception that SEAFARING was getting, and he hoped he would be able in a short time to order more to supply the growing demands for that paper.

## GRIMSBY BRANCH.

The rate of wages here is: All weekly boats, 30s.; sailors and firemen, except M.S. and L.R. Co.'s steamers, 28s. Monthly boats: Mediterranean and Black Sea—firemen, £4 5s.; River Plate and Baltic (if monthly)—sailors, £4. Sailing ships: Norway and Baltic, £3 15s.; Southward, £3 5s. to £3 10s. Ss. *Japanese* signed for River Plate, £4 5s. and £4.

## ABERDEEN BRANCH.

The success of this branch continues unabated. At the branch meeting held on May 8, it was unanimously resolved to keep the books open for members one week at the usual entrance fee. The members considered they were quite warranted in taking such a step in respect to what the Union had accomplished for them locally, in raising wages and preventing newcomers being thrust upon them, specially with relation to firemen. The outcome of the resolution upon those who were lagging may be judged from the figures for the week, when 101 financial and 18 privilege were enrolled. The entrance fee is now 5s. Branch secretaries, please take note when you enrol members for Aberdeen. The Aberdeen branch meetings are a success. Two are held every week, when the members evince a great amount of interest in respect to the principles and policy of the Union. This is very educative to all concerned and hopeful for the future.

## SUNDERLAND BRANCH.

The above branch held their usual weekly meeting last Monday night, at the central offices, High-street, Mr. F. Jaques occupying the chair. The secretary reported that there had been 40 members enrolled in the past week. He also reported that there had been four shipwreck claims paid to men who had been cast away in the *Mozart* and the *Marchioness of Londonderry*. The secretary (Mr. Lonsdale), pointed out to these men the great advantage it would have been if they had been yearly subscribers to SEAFARING, as they would then have received £6 10s., instead of the £1 10s. There were more men than these four that were entitled to the Union's Shipwreck Benefit. But, of course, they belonged to the other branches. Mr. Dunn then said that there were a good many persons who were blind enough to say that they got nothing out of the Union. He said, if they just took the case of these men alone, it shewed one very good benefit; for three out of the four men that got the 30s. had only paid into the Union 9s. But this was not by any means the best of the things that was to be got out of it when a man was in need. Personally he could safely say that he never had required anything out of it, and hoped that he never would. A member then complained that there was no board outside the shipping office to inform men what time and what ships were going to sign. In all the ports which he had frequented there was a board up for that purpose, and he thought that the local Marine Board were as rich at Sunderland as at other ports. A special meeting was then appointed to inquire into an important case, after which the meeting adjourned.

## DUNDEE BRANCH.

The secretary writes May 20: I beg to call your attention to a violation of the Merchant Shipping Act, which occurred here on Saturday. The men (15 in all) gave the name of Mr. Jacob Jenkins, No. 2, Newport-street, Lower Grangetown, Cardiff, who procured them in Cardiff. They signed no agreement, and for this he is liable to a penalty. Then again they were brought to Dundee for the *Knight of St. Michael's*, in the steam tug the *Rose*, which is not licensed for passenger traffic. During the five days' voyage, the men slept on boiler-tops, in holes and corners, and in fact wherever they could find space. The Union secretaries ought to be instructed not to allow men to take engagements in other ports, unless they previously find out by telegram or otherwise, whether there are men to be had there. Also that secretaries should see that

all cooks, stewards, carpenters, sailmakers, and all uncertificated men join the Union. In the case of carpenters, however, if he can shew a fully paid-up card in his own society he may be excused for a trip. But I would recommend that some arrangement should be effected between the Executive of the Carpenters' Society and the Executive of the Sailors and Firemen's Union; so that when a carpenter is on shore he should allow his sea society to lapse, and when he is making his living by the sea he should allow his shore society to lapse. Enclosed you will find a copy of the rules, &c., of this port with reference to runs, which ought to be adopted by all ports. (For these rules see important notice on page 8.) We are increasing rapidly here; our membership being now well on for 1,200.

## GRANGEMOUTH AND BO'NESS BRANCH.

At a meeting of this branch on the 17th inst., the secretary, in the course of a short address, said that he felt proud of the fact that not by any extraneous aid or the assistance of local "big guns," but solely through the exertions of the members themselves, the numerical strength of the branch at the present date was 230, of whom only 16 were privilege men. There was another circumstance which agreeably surprised him, and that was the manner in which intending members had been as good as their word. Men had come to join, who were unable for the moment to pay; they did not want privilege cards but handed in their names, stating they would become financial members at a certain day, and in not one single case had this voluntary promise been broken. The branch was but young yet, only 16 days old; but it was a remarkably vigorous infant for its age, and he had no doubt that as it grew older it would continue to shew a good example to other ports. (Applause.) Resolutions as follow were then passed:—(1) That no more privilege cards be granted. (2) That on and after 1st June, 1889, the entrance fee of this branch be raised to 5s. (3) That on and after 1st June, 1889, no Union man sails in any local vessel with non-Unionists, and that the rate of pay be 30s. per week in weekly boats and £4 5s. and £4 10s. in monthly ships. The above rate in monthly steamers was obtained in two cases this week. The secretary was instructed to put himself in communication with local owners as to the granting the Union rate of pay to their men, viz., 30s. per week, now generally conceded in the majority of instances on the Firth of Forth.

## LEITH BRANCH.

The weekly meeting of this branch was held on May 14. The secretary, Mr. Robert Smith, having read the minutes of the last meeting, which were confirmed, a letter was read from Mr. Darby, secretary for Glasgow, stating that by order from the Executive entrance fees in Glasgow would be 7s. 6d. on and after Monday, June 3, and asking the Leith branch to advance its fee to 7s. 6d., which was agreed to. The secretary mentioned that seeing all the shipowners except two, namely, Messrs. Gibson and Currie) had conceded and advanced the wages from 28s. to 30s., he had visited the representative gentlemen of these two firms, who very kindly gave their word that on the expiry of the old articles on June 30 next it was their intention to grant the increase to their crews. The election of a delegate to represent the Leith seamen and firemen at the Edinburgh Trades Council was then gone through, Bro. Scott being chosen unanimously. He kindly responded, and, in thanking the members for the very important position in which they had placed him, he said it would be his duty henceforth to shew the grievances of the seamen and firemen to the council; and they could rely on him that he would spare no pains in doing anything that he could in supporting that body. The newly-elected delegate also moved that copies of the resolutions, asking firstly that the Board of Trade do allow seamen to be represented at the forthcoming Pilotage Bill Committee, secondly that a licence be granted to the secretaries of the Union to enable them to ship seamen and firemen, cooks, stewards, &c., be forwarded to Mr. R. C. Munro Ferguson, M.P. for the Leith Burghs. This was unanimously carried. The secretary also stated that the London and Leith Shipping Company had sent for him and asked him to withdraw a paragraph which they said he had published (he had not done so, because it had not been published through the Union), as they had been almost compelled to give 30s. per week about a fortnight back; and seeing that there were two companies which had not yet given it (we may state that they would make no concession to our demand, such as the last two companies have done, and the consequence was the men refused to sail under that money), they would

make the Union pay for all the extra money they would have to pay up to such times as the other two companies agreed to give it. ("Shame.") They had given the crew of one of our boats the advanced rate for laying up, viz., 22s. 6d. for one week, and then told them that they were not required. He (the secretary) thought that it was a very unfair action. To make it worse they had told him that if the men would resume work at the old rate (21s.) they would require them for charity's sake; but the secretary mentioned that should the Union not gain a step ahead they would never step backwards, and that the company would not get men to sign the new articles on 1st July till the bye-law (if required) was cancelled.

A special meeting was held on Wednesday, May 15, to consider what steps should be taken if the London company would reduce the wages; and it was moved and carried that, if they did so, the crew of the first boat would give notice and refuse to sail for the reduction. The Secretary mentioned a case regarding Captain Clark, of the ss. *Daylesford*, which came from London to Leith. The captain had refused to pay two men in London for their services on board ship unless they would come round to Leith on monthly pay, and because they refused he cleared out and left them. Having advice from Mr. Abbott concerning the same, he (the secretary) interviewed the master, who indignantly refused to pay the sums, and the consequence was that our solicitor was instructed to proceed against him. The owners paid the money before the ship left the port. Knowing he was to be in trouble, when about to sign, he quietly went to his home in the Methil, and through the aid of his brother-in-law or some other friend who calls himself a Union sailor, but who was almost compelled to join the Union, and for his services was made a bo'sun, they managed to pick up a crew of Union men in Burntisland, who did not know there was anything wrong in Leith. This they were made aware of when they came across. No doubt he intended to slip through our hands, having done so once so cleverly. The secretary, however, was proud to say that he was properly defeated. This brought the meeting to a close.

## GREENOCK BRANCH.

The usual weekly meeting was held on May 16. Among other business was a letter from District Secretary, Mr. M. E. Darby, advising an increase of entrance fee on and after Monday, June 3, and the letter was unanimously approved of, so that on and after Monday, June 3, the entrance-fee shall be 7s. 4d. The unseemly conduct of one of the committee men at a mass meeting, addressed by Mr. Wilson, was then taken up, and his case was remitted to the committee to deal with him.

## GRAYS BRANCH.

The weekly branch meeting was held on May 15, at our meeting-room, Victoria Temperance Hotel, Grays. There was a good attendance; Mr. Simpson, president, in the chair. Mr. A. R. Abbott (who paid us a visit) explained the aims and objects of the Union, when a goodly number came and joined. After the minutes were read and confirmed, Mr. Leighton moved, and Mr. Simpson seconded, that the entrance fee be increased to 5s. on and after the first Monday in July, which was carried. It was also resolved that a boy be engaged for Grays district to deliver SEAFARING to the members on Saturdays. The meeting then adjourned until May 22.

## MONTROSE BRANCH.

The schooner *Gleaner* was about to sail for an English port with potatoes. The crew consisted of two men and two boys, besides the captain. It was found previous to sailing that the mate was a member of the Union, while the other man was a non-Unionist. The rules forbid a member sailing along with any seaman but Unionists, and the mate told his fellow seaman that either of them must go ashore. The man, however, refused to leave the ship, and the other members of the Union, after offering the captain to find another member to go along with their man, took him off. No non-Union men could be found by the captain, and a man was got from the poorhouse. Three men of the *Ranger* refused to proceed with her till the others joined. They at once did so. The *Kirkcudbrightshire* was the first big ship which sailed with a complete Union crew from this port.

## NEWCASTLE-ON-TYNE.

At the general meeting of this branch Mr. Errington presided. The minutes were read and adopted. New business was the election of a new president, Mr. S. H. Ramsell having tendered his resignation, he having gone to sea. The resignation was accepted, and on the motion of



Mr. W. G. Jackson, seconded by Mr. M. Andrews, Mr. Errington was unanimously elected president. Mr. Errington said he was proud of the honour done to him that night, and any time he was at liberty his services for the good of the Union could always be commanded. There having been a law case in connection with a member of this branch who had a claim of wages against the master of ss. *Mentana*, and the magistrates having decided in favour of the master with costs, a resolution was passed empowering the secretary to pay the costs, £2 4s. 6d., the man to pay the money back to the Union at the earliest opportunity. The above was proposed by Mr. W. G. Jackson, seconded by Mr. Scott. Mr. Wm. Scott apologised for his unruly behaviour at a previous meeting, and the apology was accepted; the secretary again to summon Mr. McKay to attend next meeting, or he be punished for contempt, according to the rules. Mr. Longin, of South Shields, attended to explain the action of the North and South Shields Branches in connection with war-ship *Piedmonte*. He stated that in accordance with the resolution passed at South Shields, the men of the South Shield Branch had come out at the termination of 24 hours' notice, and that the leading stoker, who had refused to do as ordered by the officers of the Union, would be dealt with by the North Shields Branch. A vote of thanks to Mr. Longin and the chairman concluded the meeting.

#### KING'S LYNN BRANCH.

A meeting of this branch was held at the Royal Standard on the 21st. Mr. Geo. Reid, secretary for the district, attended. The president, Mr. B. Bridges, who occupied the chair, in the course of his remarks, referred to the success of the Lynn Branch, and called upon Mr. Reid, who was well received, to address the meeting. Mr. Reid gave a detailed account of the workings of the Union, and cited some cases where non-Unionists had declared they would never join the Union, but who in the end were forced by circumstances to come and join, even at increased entrance-fees. No man, he contended, could keep from joining if he had good principles at heart. As to the contributions, they were a mere insignificant sum when compared with the increased rate of pay which the Union brought them. Some men, he contended, were afraid we would soon trample upon the rights of the shipowner. Such absurdity! How in the name of common sense could we? The owners for many years had found it so easy to look after their interest that they had looked after the men's interest at the same time; but the seafaring community had now resolved to look after themselves, and time it was for them to do so. No one ever heard tell of a dog looking after the cat's food. On the contrary, he looked after his own first, and what applied to the dog applied to the shipowner. He dwelt at great length upon the incalculable benefit derived by the workers through their adoption of Trades Unionism, and concluded by stating he was looking forward to the day when the Sailors and Firemen's Union would be the strongest Trade Union in this country.—Mr. C. Arnold, V.P., then briefly addressed the meeting and, in reply to Mr. Reid, said he took no notice of what was said by outsiders. When he first arrived at Hull everyone he met told him the men of Hull were this and that; but he appealed to those who called to become Trades Unionists themselves first, and then try to get their neighbours to join.—Mr. Bridges moved a vote of confidence in Mr. Whitehead, of Hull, as the solicitor for the district; also in Mr. George Reid, the district secretary.—The motion was seconded by Mr. H. C. Bennett, and carried unanimously.

#### SEAFARING DISASTERS.

*Alaska* (iron steamer), belonging to Oregon S.S. Company, from Portland, Oregon, to San Francisco foundered at sea off Cape Blanco on May 13. Eleven of crew and passengers safe. Nothing known of the remainder.

*Algoma* has been towed into New York leaking badly, having been ashore at Long Branch.

*Altmore* (British barque), Sydney for San Francisco, wrecked on Nauvan Reef, Fiji. Submerged at low water.

*Ardbeg* (British steamer), at Cronstadt, May 19, with bows seriously damaged by ice. Had jettisoned 350 tons coal.

*Aspasia*. The crew of this schooner were placed on board their vessel near the North Sand Head by Deal boatmen.

*Balmuir*. British steamers *Balmuir*, *Mayfield* and *Gondonia* have arrived at Cronstadt with bows damaged by ice.

*Beresford*. A collision occurred at 4 a.m. on Monday, off Deal, between the steamer *Beresford*, bound from West Hartlepool to Bombay, and the steamer *German Emperor*, of Sunderland, homeward bound from Bilbao. The mate, carpenter, two seamen, and a Spanish passenger of the latter vessel are probably drowned.

*Bilbao* (British steamer) from Boness, arrived at Cronstadt, damaged by ice.

*Burys*, of Liverpool, from Llanely to Liverpool, wrecked on Skokholm Island May 21, during dense fog; crew landed at Milford Haven.

*Caprice* (barge) damaged off Deptford by *Bilbao* s, of London.

*Charity* (brig), which went ashore off Withernsea, floated apparently not much damaged.

*Claudius* (British steamer) arrived at Cronstadt damaged by ice.

*Comal*, New York to Galveston, returned to New York much damaged, having been in collision with *Guyandotte* steamer; latter had bows stove.

*Concha* (German steamer), during a fog collided with the *Talisman*, four miles SE of Flamborough Head. Both much damaged.

*Cynthia*, see *Polynesian*.

*Enchanter* (British barque), Sydney for Panama, foundered at sea. Crew landed.

*Finchdale*, see *Hannah* and *Sovereign*.

*Forth*. See *Marchioness*.

*Fortunatus* (British s), Antwerp for sea, ashore at Schardynkil.

*German Emperor*. See *Beresford*.

*Gilda M.*, Moulmain for La Seyne, put into Penang leaky.

*Gondonia*, see *Balmuir*.

*Guyandotte*, see *Comal*.

*Guendoline*, in entering West Bay harbour, struck pier and sustained serious damage.

*Hannah* (ship), in river Wear, had main rigging on starboard side carried away through collision with *Finchdale* s, of Sunderland.

*Helene*, Liverpool for Denmark, put into Belfast disabled.

*Hungarian* (British s), from Newcastle, at Cronstadt, with plates stove in on bow.

*Ivenhoe* (British), from Sasso, at Stockholm with bows damaged by ice.

*Johns Hopkins* (United States steamer), from Savannah, took fire in port, with part of inward cargo (spirits and cotton) on board, and became total loss.

*Julie* (British barque), Newport to Rosario, ashore according to telegram from Rio Grande, and total loss. Crew saved.

*Keroula* (British steamer), before reported ashore near Catalan Bay, got off, and will proceed.

*Knight Companion*, from San Francisco via Queens-town, in trying to enter Maryport struck pier and had so return to roads.

*Lady Louisa* (schooner), from Runcorn, went ashore Kyleakin Lighthouse, and sunk in 15 feet at low water.

*Luck's All* (ketch), Sunderland to Eyemouth, stranded at Killycove Point, near Eyemouth. Crew saved. Vessel likely to be total wreck.

*Maraglio* (steamer, of Leith), ashore on coast of Oland; but has since been floated, and arrived at Oscarhamm.

*Marchioness of London/erry* (steamer), Sunderland for Amsterdam, sunk three miles off Whitby, after collision with *Forth* (steamer), of Middlesbrough. Crew landed at Middlesbrough. *Forth's* bows stove in and stem bent.

*Martha* (schooner) of Cardigan, Llanely for Hull, has been assisted off the Goodwin Sands by Deal lugger, and brought into the Downs.

*Mayfield*, see *Balmuir*.

*Milo*, see *Susun*.

*Morocco*, see *Rescue*.

*Moselle*. Telegram from Lloyd's agent at Bahia, dated May 22, states: British consul states that the British barque *Moselle* is ashore, and will probably be a total wreck. Crew landed at Carvellas.

*Mozart* s, of London from Sunderland, wrecked on Hasborough Sands. Crew landed at Great Yarmouth.

*Mudlark*, see *Newent*.

*Newent* s, of Sunderland, Tyne for Hamburg, put back with several plates stove in, having been in collision with hopper *Mudlark*, three miles off the Tyne, which also received considerable damage, and was moored off the Fish Quay, North Shields, full of water.

*Nyanza*. Lloyd's agent at Ismailia telegraphs under date of May 21: *Nyanza* (steamer), grounded on bank between Razel Ech and siding, kilometre 24, and stopped eight vessels. She has since floated with assistance, and is re-loading in siding, kilometre 24, and will proceed as soon as the cargo is re-shipped.

*Pakwan*. Lloyd's agent at San Francisco cables: A report has been received from Papeete which states *Pakwan*, (British barque), put into Papeete, April 4, leaking badly, and with loss of some sails; jettisoned cargo to the extent of about 60 tons. Part of cargo will have to be discharged.

*Palestine* has put back to Valparaiso, May 15, with loss of foremast and rigging damaged.

*Pallion* (British steamer) Taganrog for Hamburg, at Cuxhaven with starboard quarter stove in, having

been in collision with the *Stoomvaart* (Dutch steamer), and will proceed to Hamburg.

*Polynesian*. A Montreal correspondent telegraphs that a fatal collision occurred on the 22nd in the St. Lawrence. The Allan Royal Mail steamer *Polynesian* ran into the ss. *Cynthia*, the latter sinking within seven minutes. Eight of the crew were drowned. The *Polynesian*, it is asserted, proceeded without stopping to offer assistance. She has put into Mauritius leaky.

*Port Phillin* s, reported in last week's SEAFARING ashore, got off, and sailed May 17.

*Primrose* (British s), at Cronstadt leaky, having been in contact with ice.

*Rainbow* (yacht), Boulogne to Shoreham, got ashore under the South Foreland during fog; got off and towed into Dover by *G. ranville* tug.

*Rescue*. Lloyd's agent at Milford Haven telegraphs March 22, *Rescue* (schooner), of London, from Androssan for Swansea, laden with pig-iron, was run into 40 miles north-east of the Smalls by the *Morocco*, (steamer), of Glasgow, and seriously damaged. She was towed into Milford Haven by the *Morocco*.

*Rocklands*, of West Hartlepool, proceeding down Thames, caught ground at Coconut Stairs and remained.

*Rovena* s, Glasgow to Cronstadt, at Aberdeen seriously damaged, having been ashore on Pentland Skerries.

*Royal Dane*, reported ashore at Schardynkil, got off without assistance, and proceeded for Newcastle.

*Sevilla*. Telegram from Stornoway, May 20, reports that the steamer *Sevilla*, of Glasgow, has sunk near Glass Island. Crew safe.

*Sherburn* s, of Sunderland, Portsmouth for London, went ashore on Goodwin Sands. Took assistance of Deal luggers, and came off apparently undamaged and proceeded.

*Sovereign*, at Sunderland, reports her fore and main rigging carried away and sundry other damage, while moored in the Wear, through *Finchdale* s, of Sunderland, running into her.

*Susun* (brigantine), of and from Teignmouth, for Dorset, arrived in Dover with loss of jibboom and other damage, having been in collision at Folkestone with *Milo*, of West Hartlepool, which is reported to have sustained no damage, and proceeded.

*Talisman*, see *Concha*.

*Tana*, of Leith, Riga for Hartlepool, went ashore at Helleness, but got off and arrived in port with two tanks full of water.

*Tower Hill* s, London for New York, when proceeding down Woolwich Reach, Thames, grounded on Hookness Point, since reported passing Gravesend, outward bound.

*William Joliffe* (steam tug), Cardiff for Dundee, in ballast, struck on Boulmer Rock, Alnmouth, but got off again on the tide flowing.

*Winthorpe* s, which went ashore off Whitby, has floated, and will probably proceed.

*Zebina* (schooner), of Faversham, which left the Tyne on May 17, was towed into Tyne in damaged condition; off Scarborough on Saturday night, during a fog, was run into by *White Sea*, of Dundee; latter proceeded to Dundee.

#### SHIPS SPOKEN.

*Alvena* s, New York to Jamaica, off Bird Rock, by the Ailsa s, at New York.

*Ariadne* (British barque), Portland (O) to Queens-town, March 10, 23 S, 123 W.

*Arcturus* (British barque), Londonderry to St. John (N.B.), May 6, lat. 44, long. 46, by the *Britannic* s, at New York.

*Abbotsford*, Cardiff to Panama, March 23, 28 S, 29 W, reported from Liverpool.

*Ascalon* (English barque), steering south, April 30, 10 N, 27 W, by the *San Nicolas* s, at Hamburg.

*Arklow*, bound west, May 11, 50 N, 16 W.

*A Guion* Line steamer, bound east, May 2, lat. 42, long. 62, by the *Adriatic* s, at New York.

*A National* Line steamer, bound west, May 13, 41 N, 59 W, by the *Elbe* s, at Southampton.

*A North German* Lloyd steamer, bound east, May 1, lat. 47, long. 41, by the *Alaska* s, at New York.

*A Donald* Currie steamer, steering south, May 12, 18 N, 18 W, by the *Moor* s, at Southampton.

*A Donald* Currie steamer, steering north, March 28, 30 N, 17 W, by the same.

*An Anchor* Line steamer, bound east, April 23, lat. 51, long. 20.

*An Inman* steamer, bound east, May 1, lat. 42, long. 58—last two by the *Nevada* s, at New York.

*An Allan* steamer, bound east, May 1, lat. 44, long. 43.

*An Anchor* Line steamer, bound east, May 1, lat. 44, long. 43, last two by the *Umbria* s, at New York.

*Bessie Markham*, for Buenos Ayres, April 11, on the Line, 28 W.

*Bertha* (of Bath), bound north, April 24, 40 N, 35 W—all reported by telegraph from Liverpool.

*Blanch* and *Louise*, for Dunkirk, April 30, 37 N, 38 W.

*Bandeeth* (barque), of Liverpool, Tyne to Iquique, April 24, 3 N, 24 W, by the *Baranca* at Queens-town.

*Beblington*, of Belfast, April 26, 3 N, 22 W, reported from Falmouth.



British America, for "Houlsport," April 30, 13 N, 26 W, reported by telegraph from Liverpool.

Borderer s, steering west, May 18, five miles south of Eddystone, by the Talisman, at Plymouth.

Birmingham, British barque, Cardiff to Callao 22 days, all well, April 2, 2 N, 26 W, by the Penguin, Tjensvold, in the river.

Birker (barque), of Barrow, all well, 49 N, 7 W, by the Duchess of Marlborough s, in the river Thames.

Cairnmore (barque), London to Brisbane 24 days, all well, April 11, 3 N, 26 W.

Connaught Ranger (ship), Newport to Buenos Ayres three days, May 12, 48 N, 9 W, by the Stanmore, at Falmouth.

Challenger, (American ship), April 22, 1 S, 31 W, by the San Nicolas s, at Hamburg.

Cuba, Jamaica to Hamburg, May 10—last two by the Helenslea, at Swansea.

County of Anglesea, for San Francisco, May 12, 49 N, 12 W, reported from Liverpool.

Combermere, London to Calcutta, April 10, 1 N, 28 W, by the Talisman, at Falmouth.

Chesbrough (ship), Philadelphia to Hio, April 27, 16 S, 37 W, by the Olbers s, at New York.

Carlisle Castle (ship), Cape Town to London 4 days, April 10, 30 S, 14 E, by the Moor s, at Southampton.

Chislehurst, of Swansea, bound east, May 15, by a fishing boat, at Penzance.

Delta, for Swansea, May 11, 50 N, 14 W, reported by telegraph from Liverpool.

Dovenby, of Liverpool, steering SW, May 9, 47 N, 14 W, by the Louise (French barque) at St. Nazaire.

Eden Holme, for Buenos Ayres, May 18, 47 N, 7 W.

Earl of Shaftesbury (four-masted sailing ship), steering to the southward, May 6, 18 N, 25 W, by the Tamar s, at Southampton.

Emblyn, of Fowey, April 26, 13 S (? N), 27 W, by the Uarda s, from Central America, in the river Thames.

Eurydice (ship), steering NE, May 16, 52 N, 18 W, by the Roman s, at Liverpool.

Ella, for Guayaquil, April 11, 4 N, 22 W.

Ella Moore (British barque), St. John (N.B.) to Buenos Ayres, May 2, lat. 42, by the Jersey City s, at New York.

Ellerslie, for Monte Video, April 26, 2 N, 28 W.

Emblem, for Paysandu, April 28, 7 N, 28 W—both reported by telegraph from Liverpool.

Glenfarg (barque), for St. Catherine's Isle, May 16, 52 N, 17 W, by the Roman s, at Liverpool.

Garland (barque), steering SW, May 11, 48 N, 11 W, by the Stanmore, at Falmouth.

Glenfinart (ship), of Glasgow, Queenstown to Hull, all well, May 16, off Portland Bill.

Glanraon (barque), Swansea to Cape Town, steering SSE, April 5, 13 S, 35 W, by the Warwick s, at Liverpool.

Hogarth s, bound south, May 5, 12 S, 35 W, by the Galileo s, at Southampton.

Hala (British ship), Iquique to Dunkirk, March 26, 25 S, 28 W, by the Willard Mudgett, at New York.

Hindostan (three-masted barque), bound south, May 6, 26 N, 22 W, reported from St. Nazaire.

Hala, Iquique to Dunkirk, March 26, 25 S, 28 W, by the Willard Mudgett, at New York.

Hawthorn (British barque), New York to Port Natal, May 3, lat. 35, long. 57, by the Cape Clear s, at New York.

Iolanthe, of Liverpool, bound south, April 18, 1 S, 30 W, by the Ariosto s, at Antwerp.

Isle of Durey s, May 15, off Cape Espichel, reported by telegraph from Liverpool.

(?WBPS, John Gill, British barque), New York to Valparaiso, March 15, on the Line, reported from New York.

Killia Lass, of Aberystwith, Dram to Douglas, May 17, in the Minch, by a fishing boat.

Lombardian, of Stockton, River Plate to Hartlepool, all well, May 19, 15 miles SSW of Portland Bill, by the Palmyra s, Munro, from Palermo, in the river Thames.

Lord Wolseley (four-masted vessel), bound south, April 30, 14 N, 28 W, reported from St. Nazaire.

Lord Lytton, for Monte Video, April 21, 12 S, 34 W, reported by telegraph from Liverpool.

Lord Kinnaird (British), May 1, 12 N, 29 W, by the Entre Rios s, at Havre.

Lady Milne (barque) of London, Madagascar to London, March 16, 29 S, 38 E, by the Baranca, at Queenstown.

Limari, England to Valparaiso, May 7, 42 S, 10 W, by the Loweswater, at London.

Mance (?) (barque), of Liverpool, Pisagua to Falmouth 100 days, by the Suttlej, at Havre.

Mauna Loa (American barque), steering south, April 8, 1 S, 27 W, by the Heinrich, Baunan, at Hamburg.

Maggie Low, May 15, 33 miles SW of the Needles, by the Hilda s, Lainson, from Channel Islands, at Southampton.

Merioneth (ship), April 19, 7 S, 90 E, by the Britannia, at Plymouth.

Melanope, of Liverpool Liverpool, to Melbourne 20 days, all well, March 27, 1 N, 24 W, by the Wilhelm Maack, from Mauritius, at Bristol.

Main (North German Lloyd steamer), steering west, May 8, 47 N, 40 W, by the Fulda s, in the Weser.

Norcross (barque), of Fleetwood, May 26, 20 miles NW of Guernsey, by the Industry s, at Altona.

Nimrod, for Buenos Ayres, April 10, 4 N, 28 W.

Nelly and Helena (Dutch barque), Cardiff to Batavia 40 days, all well, 17 S, 31 W, by the Ceder, at Falmouth.

Oriana, Cardiff to Adelaide, May 2, 49 N, 10 W, by the Talisman, at Falmouth.

Oaklands, for Canterbury (N.Z.), April 1, last reported for Liverpool.

O. Kohan (barque), May 2, 80 miles from the Lizard, by the German ship Senta, in the Elbe.

Osberga (barque), of Maitland (N.S.), bound south, April 17, 4 S, 31 W, by the Ariosto s, at Antwerp.

Oaklands, London to Canterbury, April 1, 18 S, 30 W, by the Varuna, at Liverpool.

Piako (ship), of London, May 21, off Start Point.

Patterdale, of Liverpool, May 21, off Start Point—last two by the Galileo s, at Southampton.

Phyllis (?) (barque), steering SW, May 11, 29 N, 20 W, by the Manauense s, at Liverpool.

Princess Clementine s, May 15, off Cape Espichel, reported by telegraph from Liverpool.

Perseverance (English barque), April 1, 15 S, 31 W, by the Senta, in the Elbe.

Port Adelaide (British barque), Cardiff to Algoa Bay, April 21, lat. 14, long. 18.

President (British barque), Buenos Ayres to Portland, April 20, 34 N, 60 W—last two reported from New York.

Queen of England (English ship), May 7, 46 N, 15 W, by the Ocean Belle, at Falmouth.

Queen of the Isles, for Liverpool, April 16, 17 N, 28 W.

Quathlamba (barque), of Aberdeen, Port Natal to London, April 25, 4 N, 25 W, by the Baranca, at Queenstown.

Queen of the Isles, for Liverpool, April 16, 7 N, 38 W (not 28 S, as before reported), by the Ellesmere, at Hull.

Ravola (British ship), Portland for Buenos Ayres, lat. 46, long. 54, by the T. F. Oakes, at New York.

Refugient, May 16, off Finisterre, reported by telegraph from Liverpool.

Scotia s, May 11, 12 N, 18 W.

Sierra Pedrosa (?) (ship), of Liverpool, San Francisco to Havre 169 days, all well, 39 N, 34 W, by the Duchess of Marlborough s, in the Thames.

St. Monan (ship), of Glasgow, Calcutta to Dundee 100 days, all well, May 15, 48 N, 20 W, by the Intrepid s, in the river.

Scotia (cable steamer), steering north, May 11, 12 N, 18 W, by the same.

Sierra Ventana, Liverpool to Rangoon, May 12, 38 N, 14 W, by the Ambriz s, at Liverpool.

Silvia (brigantine), May 8, 43 N, 37 W, reported by telegraph from Liverpool.

Shenir (three-masted barque), Sydney to London, April 27, lat. 3 N, long. 31 W, reported from St. Nazaire.

South Tyne s, May 16, off Finisterre, reported by telegraph from Liverpool.

Stockholm City (British steamer), Boston to London, May 5, 200 miles east of Boston Light, reported from New York.

Tasmania (British barque), Liverpool to Quebec, April 30, 44 N, 42 W, by the Rialto s, at New York.

Viola, for Liverpool, April 3, 16 S, 27 W, by the Helenslea, at Swansea.

Varuna (barque), May 14, off Fastnet Rock, reported by telegraph from Liverpool.

Wandering Jew (American ship), April 1, 15 S, 31 W, by the Senta, in the Elbe.

Waterloo (British), London to Melbourne, March 31, 14 S, 31 W, by the Gyda, at Antwerp.

White Star s, bound east, May 3, lat. 42, long. 59, reported from New York.

Zouave (schooner), of Aberystwith, May 16, off Sagres, by the India s, at Plymouth.

## MORE GRIEVANCES.

To the Editor.

SIR,—Seeing that we have got an advance of wages in the Tyne Steam Shipping Company of from 28s. to 30s., we find that the owners are finding another method of keeping us in the same position by reducing the hands on board their ships into certain trades, and in the ships in Hamburg Trade always, during my short time of six years at sea, carried six hands—four firemen and two trimmers, also a donkey man. Now they are reducing, and have reduced one hand from us, and I think it puts us back in the same position as we were in before. We have got such a good superintendent—Mr. David Moffat—who both professes religion and teetotalism. He leaves us in the background, and I would like him or any other of the masters or reasonable men to say whether they have treated us fairly in the past or not. Knowing that they profess to know right from wrong, I will challenge them on any public platform—they or any other owners in Newcastle on this subject—thathaving us employed on board their ships, and us making them money at all times and all weathers, yet when the ships come to lay by for repairs we re told that the shareholders cannot afford to

keep us employed, and Mr. Moffat tells us to keep our eyes and ears open, which we have done; and seeing the time has arrived, and seeing his treatment should be known, I would like to ask Mr. Moffat whether ever the shareholders tell him that they cannot afford to keep some of the broadcloth paupers, as I intend to call them? Some of them duly earn the small sum of £2 10s. per week, besides their commission and privilege of some great amount which I cannot mention. They have the privilege of employing us upon some jobs, when it is too wet for themselves, for the matter of three or four hours, and after we are done wanting our money, after being out of employment for some weeks, for to feed our wives and families, one of these paupers tells us we must wait until Friday night; and, if we tell him we must have it, then this gentleman has the impudence to tell us if we will persist in having it we can consider ourselves never to be employed in the company any more. And not only that, we are robbed out of our employment with the likes of them, and any gaol bird or loafers with them only signing Mr. Moffat's book. When they do employ us when the ships are laid up they reduce our money to their shop money; when there are about 30 of them employed in Newcastle, and the ships go down the river they allow those men to travel in the company's time and make us poor unfortunate firemen and sailors beat the ship at six in the morning and stay till 5 at night, working for the same company and earning the same money that is what Mr. Moffat calls a great privilege he gives us. And this is the conduct of these religious paupers! Hearing at all our meetings that seamen and firemen condemn shipowners for this brutal treatment, I, for one, would not condemn them all, as the most of them, I believe, are blindfolded to this; but hoping that they will clear their sight, and sympathise more towards seamen and firemen, I remain, yours truly,

A LOVER OF UNION

A quantity of correspondence is unavoidably held over till next week, for want of room.

Mr. James Green, late second mate of the *Rose* s, of Cardiff, has been presented by the Mayor of that port, on behalf of the Board of Trade, with a silver medal. Mr. Green's vessel was sinking, and he and his boat, with the engineers, had reached another vessel. The sailors following left the captain and the mate behind. Green at once called for volunteers, waiting in the open boat with heavy seas running, and, after half-an-hour's exertions, succeeded in rescuing the mate. The small craft then drifted about till the morning, and on the men being picked up they were found to be in a very exhausted condition.

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## NOTICE.

**WILL H. Molone, Donkeyman, and A. Ballantyne, Fireman,** please send their addresses to Tower Branch, for I have 4s. 4d. for them, wages from the *Daglsford*—A. R. Abbott, Secretary, Tower Hill.

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